

ATTACHMENTS

Ordinary Council Meeting

24 May 2016

ATTACHMENTS TO AGENDA ITEMS

Ordinary Council - 24 May 2016

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NOTES

Council Agenda Briefing 17 May 2016

Venue: Council Chamber
Date: Tuesday 17 May 2016
Time: 5.30 pm

Declaration of Opening

The Presiding Member opened the Agenda Briefing at 5.31 pm and welcomed everyone in attendance.

Attendance

Sue Doherty Mayor / Presiding Member

Councillors

Jessica Black	Como Ward
Colin Cala	Manning Ward
Sharron Hawkins-Zeeb	Manning Ward (from 5.50pm)
Travis Burrows	Moresby Ward
Fiona Reid	Moresby Ward
Cheryle Irons	Mill Point Ward
Ken Manolas	Mill Point Ward (from 6.36pm)

Officers

Geoff Glass	Chief Executive Officer
Vicki Lummer	Director Development and Community Services
Mark Taylor	Director Infrastructure Services
Michael Kent	Director Financial and Information Services
Phil McQue	Manager Governance and Administration
Les Croxford	Manager Engineering Infrastructure
Sharron Kent	Governance Officer

Gallery

There were approximately 14 members of the public and no members of the press present.

Apologies

Nil.

Leave of Absence

Glenn Cridland Como Ward

Audio Recording of Council Meeting

The Presiding Member advised that the Agenda Briefing was being audio recorded in accordance with Council Policy P673 and Clause 6.15 of the Standing Orders Local Law.

Declarations of Interest

Nil.

Deputations

Deputations were heard from the following:

Agenda Item 10.3.1 Proposed Change of Use From Office to Indoor Sporting Activities. Lot 2 No. 97 Canning Highway, South Perth

1. Stephen Knight of 6/95 Canning Highway, South Perth AGAINST the Officer Recommendation.
2. Derek Knox representing himself and Ryan O'Connor of 99A Canning Highway, South Perth AGAINST the Officer Recommendation.
3. Charlene Duncan representing Como Physiotherapy Clinic at 101A Canning Highway, South Perth AGAINST the Officer Recommendation.
4. Joshua Mills of 156A Angelo Street, South Perth FOR the Officer Recommendation.

Agenda Item 10.5.2 Thelma Street – Request for Cul-de-sac at Canning Highway, Como

1. Anne Bayley of 66B Thelma Street, Como AGAINST the Officer Recommendation.
2. Harry Harrison of Lot 246 Seaview Drive, Karakin FOR the Officer Recommendation.
3. John Di Pietro of Sardelic Real Estate representing James Habershon of Popmam Pty Ltd of 2 Barker Avenue, Como FOR the Officer Recommendation.
4. John Di Pietro of Sardelic Real Estate representing Anna Ciffolilli, registered proprietor of 364 Canning Highway, Como FOR the Officer Recommendation.

May 2016 Draft Reports

The CEO gave a brief summary of the May 2016 Agenda Items to be considered by Council:

10.0.1 Interim Response to 'Development Contribution Areas Schedule 10 City of South Perth Town Planning Scheme No. 6'

At its February 2016 meeting Council resolved to investigate a Development Contribution Scheme for the South Perth Station Precinct and for the City to provide a progress report to the May 2016 Ordinary Council meeting.

This report advises Council on progress.

10.2.1 Tender 5/2016 "Repairs to River Walls"

This report considers submissions received from the advertising of Tender 5/2016.

10.2.2 Tender 6/2016 "Construction of Tennis Courts Extension to the South Perth Tennis Club"

This report considers submissions received from the advertising of Tender 6/2016.

10.2.3 Tender 10/2016 "Provision of Supplementary Survey Services within the City of South Perth"

This report considers submissions received from the advertising of Tender 10/2016.

10.2.4 Tender 11/2016 "Millers Pool"

This report considers submissions received from the advertising of Tender 11/2016.

10.3.1 Proposed Change of Use From Office to Indoor Sporting Activities. Lot 2 No. 97 Canning Highway, South Perth

This report was the subject of Deputations this evening.

This report seeks Council's consideration of the application for planning approval for the proposed change of use. Council is being asked to exercise discretion in relation to car parking provision.

10.3.2 Proposed Change of Use from Consulting Rooms to Veterinary Clinic and Associated Signage on Lot 453 (No. 133) Manning Road, Manning

This report seeks Council's consideration of the application for planning approval for the proposed change of use. Council is being asked to exercise discretion in relation to land use.

10.3.3 Amendment 52 to Town Planning Scheme No. 6 - Building Height Limits of Lots 501 and 502 River Way, Salter Point

This report seeks Council's consideration of a standard amendment to Town Planning Scheme No. 6 (TPS6) for the purpose of aligning the building heights limits within Precinct 13 with the current lot boundaries.

10.5.1 Parking Strategy

This report seeks Council's consideration of the Final Draft of the Parking Strategy developed for the City by Luxmore Parking and Safety.

10.5.2 Thelma Street - Request for Cul-de-sac at Canning Highway

This report was the subject of Deputations this evening.

This report outlines the actions taken following the decision of Council to commence the process for closing Thelma Street at Canning Highway to through traffic. The report provides details of the submissions received and an explanation of the actions still remaining before Council can make an order to close a thoroughfare to through traffic.

10.6.1 Monthly Financial Management Accounts - April 2016

This report presents to Council the monthly management account summaries comparing the City's actual performance against budget expectations.

10.6.2 Statement of Funds, Investments and Debtors at 30 April 2016

This report presents to Council a statement summarising the effectiveness of treasury management for the month.

10.6.3 Listing of Payments

This report presents to Council a list of accounts paid under delegated authority between 1 April 2016 and 30 April 2016.

Other Business

The Presiding Member announced her intention to move a Motion at the 24 May 2016 Ordinary Council Meeting in relation to review of the events the City hosts.

Any applications for Leave of Absence are to be forwarded to the Governance Officer as soon as possible and prior to the Ordinary Council meeting.

Closing

The Presiding Member closed the Agenda Briefing at 6.57pm pm and thanked everyone for their attendance.

BRIEFING NOTES

Concept Briefing

Tuesday 3 May 2016 5.45pm in the Council Chamber

LTFP (Long Term Financial Plan) and Budget Overview

Present

Mayor Doherty (Presiding Member)

Councillors

C Cala	Manning Ward (arrived 6.00pm)
J Black	Como Ward (arrived 5.50pm)
T Burrows	Mill Point Ward
K Manolas	Moresby Ward (arrived 6.35pm)
F Reid	Moresby Ward

Officers

G Glass	Chief Executive Officer
M Kent	Director Financial and Information Services
M Taylor	Director Infrastructure Services
V Lummer	Director Development and Community Services
D Gray	Manager Financial Services

Apologies

S Hawkins-Zeeb	Manning Ward
G Cridland	Como Ward
C Irons	Mill Point Ward

Leave of Absence

Nil.

Opening

The Presiding Member opened the Briefing at 5.45pm and welcomed everyone in attendance before inviting the Director Financial and Information Services to commence his presentation.

Topics Discussed

At the commencement, the Director Financial and Information Services explained the Purpose of the Briefing as:

- Emphasis on the political, economic and organisational context for the development of the 2016/2017 Budget
- 3 perspectives – Historical, Current and Future provide understanding of the factors that shape the development of our Budget.

The Concept Briefing presented by the Director Financial and Information Services was broken down as follows:

- Part 1 - Current Focus on Political, Economic & Organisational Context
- Part 2 - Historical Focus on Financial Trends over the last 10 Years
- Part 3 - Current Focus on Our Financial Health
- Part 4 - Future Focus on Long Term Financial Plan Indicative Allocations for 2016/2017 Year
- Part 5 - Current Status & Future Focus on Cash Reserves & Borrowings
- Part 6 - Current Status & Future Focus on Capital Works Program
- Part 7 - Future Focus on Fees & Charges Review
- Part 8 - Future Focus on Where to Next? Key Dates

Actions/Outcome

- The powerpoint presentation will be available on the Councillors Hub
- Detailed Briefing on Infrastructure Capital Works – 18 May 2016
- Major Presentation on Draft Budget – 7 June 2016

Close of Concept Briefing

The Presiding Member closed the Concept Briefing at 7.05pm thanking Mr Kent for his presentation and everyone for their attendance.

DELEGATES' REPORT

South East Regional Centre for Urban Landcare (SERCUL) – General Meeting

Topic: *Catchment influence on constructed wetlands – Liege Street Wetland
Master’s Study Lessons Learned*

Venue: City of South Perth

Date(s): 12 May 2016

Delegate(s): Cr Sharron Hawkins-Zeeb (Council Delegate)
Cr Jessica Black (Council Deputy Delegate)
Mr Mark Taylor (Director Infrastructure Services)
Yulia Volobueva (City Environment Consultant)

Agenda

1. **Welcome, Introductions and Apologies**
2. **Acceptance of Minutes of Previous Meeting**
3. **Business Arising from Previous Meeting**
4. **Correspondence**
5. **Treasurer’s Report**
6. **Chairperson’s Report**
7. **CEO’s report**
8. **Morning Tea**
9. **Guest Speaker: Catchment influence on constructed wetlands – Liege Street Wetland Master’s Study Lessons Learned**

Tom Atkinson, Senior Environmental Consultant from Emerge Associates presented his research on Catchment influence on constructed wetlands based on the Liege Street Wetland study. Ben reported his research findings and failures. His main message was to consider detrimental effects of acid sulphate soils on wetland vegetation. In the wetland environment exposure of soil sulphides to oxygen by drainage or excavation leads to formation of toxic iron sulphides - pyrite (FeS₂) in the wetland sediment that causes vegetation deaths and poor water quality.

10. **SERCUL and AGLG Managers report responses**
11. **Community Group Reports**
12. **Reports: Perth Region NRM, Local Government Officers, Swan River Trust**
13. **Closure**

DELEGATES' REPORT

WALGA South East Metropolitan Zone (SEMZ) Meeting

Venue: City of Gosnells
Date: Wednesday 27 April 2016

Delegates: Councillor Fiona Reid
Councillor Sharron Hawkins-Zeeb (apology)
Mr Geoff Glass, Chief Executive Officer (non-voting delegate)

ZONE AGENDA

BUSINESS

6.1 DLGC Governance Bulletin 11

Mayor Henry Zelones, City of Armadale.

A copy of the Governance Bulletin Issue 11 was attached with the Agenda.

Zone Resolution

Noted.

6.2 Review of Development Assessment Panels

Both the City of South Perth and Town of Victoria Park approved this resolution, with the addition of point 3 by the Town of Victoria Park, at their March and April 2016 Ordinary Council Meetings.

Following the lead of the City of Vincent, several Councils Cities Stirling, Bayswater and Towns of Mosman Park and Cambridge have either approved or are actively considering similar resolutions.

DAPs have largely (and deliberately) removed opportunities for local 'political' and community-based issues to be considered in the decision-making process. These issues represent the fine-grain fabric of what is important to a local community in terms of its future character, landscape and amenity. Elected Council Members are best placed to interpret and represent those views. Further, these local issues cannot always be easily captured through Local Planning Schemes and policies; as a result, subjectivity and discretion will always have a role to play in such decisions.

Whilst the specialist DAP members are well qualified and experienced in their fields, they do not have the same appreciation and ownership of local issues as elected members. Specialist DAP members will also typically not have the same enduring accountability to justify or 'live with' the consequences of DAP decisions as elected members have, which comes from being a resident of the local community.

It is undemocratic for local government to be excluded from decision making in such cases and if the current process is to be retained, there should at least be legislative change to allow Councils to seek a review at the State Administrative Tribunal of all decisions.

However it is recommended that WA follow development assessment practice in the eastern states, where DAPs as we know them have now been abandoned in favour of Ministerial call-in powers. Such powers are confined to projects of state or regional significance, typically with a minimal value of \$20 million or more. Projects called-in by the Minister for Planning could be assessed by a DAP with equal representation from state and local governments and a neutral chair. The DAP would advise the Minister.

DAP's have largely removed opportunities for local and community based issues to be considered in the decision making process. These issues represent what is important to a local community in terms of its future character, landscape, streetscape and amenity and elected council members are best placed to represent those views. Further local issues cannot always easily be captured through Local Planning Policies.

While the specialist DAP members are well qualified and experienced in their fields they do not have the same appreciation and ownership of local issues and consequences of decisions as elected members have, which comes from being a local resident.

Secretariat Comment

A report in the May 2016 State Council agenda has been prepared, outlining the current position and research that has been undertaken on DAP's. The five year review of all DAP's decisions will be undertaken by the Association before the end of the financial year, to assist in future advocacy on this item.

The Association has requested a meeting with the new Minister for Planning and DAP's has been included on the agenda for discussion.

Zone Resolution

That WALGA:

- I. Advocates for consideration of the following reforms, in the event that DAPs remain in place, to ensure greater accountability, transparency and procedural fairness for ratepayers through the Panel's assessment and decision making processes:
 - a. Abolishing the current opt-in mechanism which allows applicants to choose either elected Councils or the DAP as the decision maker in favour of a Ministerial call-in power for projects of state or regional significance, with a minimal value of \$20 million, as has been adopted in the eastern states.;
 - b. Requiring equal membership on the DAP between Local Government and Appointed Specialist members;
 - c. Requiring the DAP to set the meeting date for consideration of the development applications no later than five working days after the application being received to enable inclusion within the community consultation process;
 - d. Requiring the DAP agenda and local government report and recommendation to be published no less than ten business days prior to the scheduled meeting date;
 - e. Requiring a minimum of five business days between publishing the DAP agenda and the date by which ratepayers can make public presentations to the DAP, to provide more time to prepare a formal response;
 - f. Mandating that respondents to the develop application can nominate email or Australia Post as their preferred contact method for information and requiring the local government to contact registered respondents throughout the process as deadlines are reached;
 - g. Providing a public template for ratepayers to assist with the preparation of feedback as part of the Community consultation process;
 - h. Requiring any changes to a development application between the community consultation period and final proposal for decision by the DAP to be published on the local government's website and to notify all respondents to the original community consultation of those changes; and

- i. Removing the need for the local government to obtain the applicant's consent for further consultation or an extension of time to report the applicant's development proposal to a DAP meeting for determination.
2. Formulates a campaign targeting the State Government to make appropriate changes to the Development Assessment Panels to ensure that local communities are better represented, and their views are given greater weight in the decision-making process.

6.3 Capping of Pensioner Rebate

Despite the increase in the cap level, this will still in many cases, reduce the amount of pensioner rebate that registered pensioners are entitled to. This has the potential to create a great deal of angst amongst the pensioner community in our local governments as many pensioners are on limited fixed incomes.

To lessen the distress to pensioners - and the impact that this change is likely to have on inbound telephone calls from concerned pensioners, local governments will need to have a coordinated communication strategy in place to ensure that those affected are aware of the change well before it occurs.

It is considered important that affected parties are informed that this is not the local government making a discretionary determination to reduce an entitlement (as many pensioners still think we grant/provide the rebate) - but rather that this is a state government budget initiative that was introduced through the 2015/2016 state government budget to take effect from the 2016/2017 financial year.

If this message could be effectively communicated ahead of the 2016/2017 rates issue date, it may significantly reduce the adverse impact on pensioner residents as well as front line local government staff.

The WA Rates Officers Association contacted the Office of State Revenue (OSR) to find out if they would be providing media releases or other publicity campaign to advise pensioners of the soon to be introduced cap limit) on their rates and water service charges. This was the way that Fire & Emergency Services (FESA) announced the introduction of the ESL several years ago. Indeed FESA provided explanatory brochures to every local government to distribute to all affected ratepayers.

The response to the request from the Rates Officer's Association that was received from OSR was:

The role of OSR is to administer the Rates and Charges (Rebates and Deferments) Act 1992 and to validate the claims made by LGAs. We do not set policy, or make any legislative changes. We merely administer the legislation that is in place from time to time. Therefore, the OSR is not in a position to assist your rate payers with any query or complaint about the cap that has been introduced. OSR cannot say anything other than to give them the details of the budget announcement. We have no discretion, and we have no power to change the legislation. If your rate payer is not satisfied after you have given them the above explanation, the only avenue that they have is to contact their local Member of Parliament. Please do not direct your rate payer to contact the OSR or Department of Finance.

As this change was announced as part of the 2015/2016 State Budget, and the OSR's role is administrative only, we do not intend to issue any media release or other publicity.

It is the view of a number of local governments that the City of South Perth has communicated with that this abdication of responsibility for advising pensioner ratepayers of this change by both state government and OSR leaves little choice but for local government to take up the burden of communicating this message. To not take action to communicate this change will potentially generate unnecessary angst in the community.

The South East Metro Zone is urgently seeking the support of WALGA to advocate for and coordinate an industry wide notification and media communication response to this matter.

Zone Resolution

That WALGA:

1. Advocates for and coordinates the development of a concise, consistent and understandable (industry wide) communication strategy to ensure that all affected pensioners are informed of the significant change to pensioner rate entitlements.
2. Seeks funding from the WA State Government towards the cost of the Local Government industry communicating this important change to the entitlements of pensioner ratepayers.

6.3.1 Emerging Issue of 'Capping of Pensioner Rebate' to the next State Council Meeting

Zone Resolution

That WALGA:

That the South East Metropolitan Zone State Councillors raise the 'Capping of Pensioner Rebate' item as an Emerging Issue at the May 2016 State Council meeting.

State Council Resolution

That WALGA coordinate the development of a concise, consistent sector wide communication strategy to ensure that all affected pensioners are informed of the significant change to pensioner rate entitlements using the following strategies:

1. WALGA write to the Minister for Finance requesting that the State Government through the Office of State Revenue/Department of Finance provide information to affected pensioners on the changes to the pensioner rebate on rates.
2. WALGA write to the Minister for Local Government and Communities requesting his support for the State Government to provide adequate information to affected pensioners on the changes to the pensioner rebate on rates.
3. WALGA use the Presidents West Australian advertorial column to highlight this issue.
4. WALGA provides the sector with standard information for Local Governments wishing to correspond directly with affected pensioners highlighting that this is a State Government decision and not a Local Government decision.
5. WALGA write to Pensioner Groups advising them of the issue and information.
6. WALGA provide information on the rates section of the new website, currently under development, to highlight the issue of pensioner rebates as a result of the decision by the State Government.
7. That WALGA Request the State Government to provide an annual CPI Perth Index increase to the rebate.

6.4 WALGA Governance Review

At the 24 February meeting of the South East Metropolitan Zone, the Zone considered Item 5.8 of the March State Council Agenda, WALGA Governance Review.

An excerpt of the Minute from the 24 February 2016 South East Metropolitan Zone meeting is below:

State Council Item 5.8 – WALGA Governance Review

The Zone noted the comments in the Association's report that:

The general view expressed by respondents is one of support for the current process, albeit comment was submitted that reflected a degree of dissatisfaction when a Zone attempts to raise an Emerging Issues and have their recommendation considered by State Council. This can occur when a resolution of a Zone (on a matter not being listed in the State Council agenda) is categorized in the Composite Agenda under 'Additional Zone Resolutions' and subsequently referred by State Council to the appropriate WALGA business unit to action.

There has been discussion in recent times about the timeliness of State Council decision making, particularly when State Council seeks to ensure all Zones are able to input into the decision making process. State Council strives to find a balance between timeliness and inclusiveness in their decision making processes and can be reluctant to make decisions without Zone consultation. Notwithstanding, the ability for State Councillors to bring 'Emerging Issues' to the State Council meeting provides State Council with some flexibility to make decisions in a more timely manner when necessary.

RESOLUTION

*Moved Cr Fiona Reid
Seconded Cr Julie Brown*

That the South East Metropolitan Zone supports item 5.8 recommendations 1, 2 and 3 within the March 2016 State Council Agenda.

The South East Metropolitan Zone does not endorse recommendation 4.

The South East Metropolitan Zone's CEO's will submit a report relating to Clause 33 to the South East Metropolitan Zone Meeting on 27 April 2016.

CARRIED

The Town of Victoria Park has prepared a report on Clause 33 as per the resolution (attached). Also attached with the Agenda is the Town of Victoria Park Submission to the WALGA Governance Review dated 18 September 2015.

Secretariat Comment

Recommendation 4 of the previous State Council recommendation is aimed at encouraging Zones to request their State Councillor to use the Emerging Issue section of the State Council agenda for considering critical issues. This is particularly relevant to additional Zone Resolutions.

This has been recommended to address the feedback from some Zones that the Association has been slow to act on some Zone recommendations. We had an example of this at the last State Council meeting, where the South West Country Zone resolved on an issue and their State Councillor then submitted that item as an Emerging Issue for State Councils consideration and the matter was then considered immediately.

At the March 2016 meeting, State Council considered proposed amendments to the WALGA Constitution and the Corporate Governance Charter following input from all Zones. As part of those deliberations, State Council resolved for further explorative work to be undertaken on alternative structures to be investigated. In particular, during deliberations regarding the WALGA Governance Review, the following was resolved:

That the WALGA staff undertake research into alternative State Council and executive committee structure models for the governance of the association and report back with preferred scenarios to the State Council for consideration. Any preferred/alternative models to examine:

- i. The positive and negative contingencies likely to result from formation of a new executive structure of State Council;*
- ii. The cost/benefit analysis of any alternative executive structure; and*

iii. *Roles and responsibilities, including relationships between executive, zones and members.*

Further, during State Council consideration of the WALGA Constitution Review, the following was resolved:

That WALGA staff prepare an item for the May State Council meeting on consideration of amending the Constitution to provide for the Association to have two Deputy President positions and other options.

In actioning these resolutions WALGA staff have prepared a Discussion Paper on Alternate State Council Structures. To enable State Council to have the opportunity for input and to provide some direction on the Discussion Paper prior to a formal State Council agenda item, the paper will be discussed at a State Council Strategic Forum on 5 May 2016.

Following consideration of the Discussion paper an item will be prepared for the July 2016 State Council meeting covering all suggested changes to the Governance charter.

In addition, following the previous South East Metropolitan Zone meeting WALGA had some Councillors enquire as to who the Zone Executive Officers were. In respect to metropolitan Zones, WALGA staff provides the secretariat and is the Executive Officer for the Zone. Going forward it is intended to make sure the South East Metropolitan Zone has at least one consistent WALGA staff member attend each Zone meeting. Tony Brown and Chris Green will be attending future meetings as your Executive Officers.

Zone Resolution

That the WALGA South East Metropolitan Zone notes the report from the Town of Victoria Park dealing with "Clause 33 – Relationship between State Council, Zones and Local Governments".

5. STATE COUNCIL AGENDA - MATTERS FOR DECISION

5.1 Local Government Gift Provisions

WALGA Recommendation

That WALGA seek alignment in the interpretation of a gift as described in the WA Ministerial Code of Conduct and consequentially request the Minister for Local Government to amend the Local Government (Administration) Regulations 1996 and the Local Government (Rules of Conduct) Regulations 2007 in respect to the Gift provisions to provide Elected Members and Officers with an exemption for the following:

1. Gifts provided in a genuine personal capacity;
2. Business involving Local Government Associations and Organisations such as WALGA, ALGA and LGMA; and
3. Attendance at community events and functions provided by Community Groups.

Secretariat Comment

It is clear that the intent of the amendments to the Local Government Act was to simply transfer the reporting requirement of gifts from the Annual Return to a Local Government's website within ten (10) days of receiving the gift.

The amended gift provisions in the Act were to require a relevant person to disclose gifts that they received in the course of their duties and function. Reading Hansard it appears that this was the understanding of the Members who debated the amendment.

It is of concern that the Governance Bulletin and SSO advice extend the interpretation of a gift beyond that of the Minister when the legislative definition is identical for State and Local Governments. It also places a far greater requirement on Local Government in the acceptance and reporting of gifts than it does on State

Parliamentarians. Local Government therefore is required to have higher standards in probity and accountability than the Minister for Local Government in regard to gift disclosure.

It is notable the definition of "gift" in the Local Government Act has remained unchanged since commencement on 1 July 1996. It is also notable that no previous interpretation of the definition of a gift has been provided by the DLGC until the recent advice in March 2016.

In response to the Government's advice regarding declarations of gifts, WALGA attended an urgent meeting with representatives from the State Government and Opposition in the week of 21 to 24 March 2016. The WALGA President Cr Lynne Craigie outlined the sector's concerns with the Government's advice regarding gift disclosures to both the Minister and the Opposition Spokesperson. In particular, WALGA's view is that the requirement to declare gifts of a personal nature is excessive and not what the legislation intended. Both the Minister and the Opposition were receptive to WALGA's concerns and the Minister advised of his support for a review of the gift provisions. The Minister also advised that, as the Department's governance bulletin is based on advice from the State Solicitor's Office, Elected Members should abide by the advice contained in the Bulletin until a review is undertaken.

The sector has experienced growing frustrations with the controversy which now surrounds the obligation to declare gifts, and what constitutes a gift. As a result WALGA and the LGMA are working together in pursuing legal advice with a view to determining the impact on the sector as a whole.

The advice will consider the validity of the Department's interpretation of the Gift provisions that were presented in Governance Bulletin 11. This advice will also be utilized in working with the Department to develop specific recommendations on how the Act and Regulations should be revised to achieve a workable solution. It is anticipated the advice will be received in mid-April. At the time of writing this report, the advice had not been received, however the information will be provided to the sector accordingly.

Further to obtaining legal advice on the gifts issue, the Association has written to the Minister confirming the request and subsequent agreement to carry out a review of the gift provisions and any ability to amend regulations to make the provisions more workable.

There are short term amendments that can be made by inserting provisions in the Local Government (Administration) Regulations 1996 and the Rules of Conduct Regulations 2007 that could exempt gifts of a genuine personal capacity.

There has also been requests from Local Governments for exemptions from gifts from community groups to attend community functions/events in a Local Government area from being considered as a gift.

The issue has also effected the Association as meals provided to State Councillors under the recent interpretation is considered a gift. The problem arises when the number of meetings causes the cumulative cost to exceed \$300.00 where the meals then become a prohibited gift. WALGA has requested legal advice on this issue as well. It may be argued that the meal is a meeting expense and not considered a gift or hospitality. A meal such as a Christmas function would be considered a gift, however if the meal is part of a meeting it potentially could be considered a meeting expense. It would be appropriate for an exemption to be provided for business activity involving Local Government Associations and Organisations such as WALGA, ALGA and the LGMA.

SEMZ Resolution

The South East Metropolitan Zone amend the State Council recommendation as follows:

That WALGA seek as a matter of urgency alignment in the interpretation of a gift as described in the WA Ministerial Code of Conduct and consequentially request the Minister for Local Government to amend the Local Government (Administration) Regulations 1996 and the Local Government (Rules of Conduct)

Regulations 2007 in respect to the Gift provisions to provide Elected Members and Officers with an exemption for the following:

1. Gifts provided in a genuine personal capacity;
2. Business involving Local Government Associations and Organisations such as WALGA, ALGA and LGMA;
3. Attendance at community events and functions provided by Community Groups.
4. That the value of notifiable and prohibited gifts be reviewed on an annual basis.

State Council Resolution

- A. That WALGA urgently seek alignment in the interpretation of a gift as described in the WA Ministerial Code of Conduct and consequentially strongly request the Minister for Local Government to amend the Local Government (Administration) Regulations 1996 and the Local Government (Rules of Conduct) Regulations 2007 in respect to the Gift provisions to provide Elected Members and Officers with an exemption for the following:
1. Gifts provided in a genuine personal capacity;
 2. Business involving Local Government Associations and Organisations such as WALGA, ALGA, LGMA and Regional Local Governments;
 3. Attendance at community events and functions provided by Community Groups; and
 4. Attendance at Government related functions and events (local, State and Federal) that are principally sponsored or organised by Government.
- B. That WALGA in conjunction with LGMA and DLGC conduct a complete review of the gift provisions of the Local Government Act 1995, Local Government (Administration) Regulations 1996 and Local Government (Rules of Conduct) Regulations 2007 including the ability for regular reviews of the value of notifiable gifts and prohibited gifts to arrive at a more logical understandable and relevant provisions applicable to Elected Members and Employees.

5.2 Section 76 Ministerial Orders under the Planning and Development Act 2005

WALGA Recommendation

That WALGA:

1. Request the Minister for Planning provide greater transparency when a section 76 order is issued, by providing a detailed explanation and justification of the reasons for the order; and
2. Continues to monitor the use of section 76 orders by the Minister of Planning.

Secretariat Comment

The changes to section 76 of the PD Act provides the Minister the power to order a Local Government to prepare or adopt an amendment to a local planning scheme. To date, the Minister has used this power 13 times in five years. Often these orders are to initiate a relatively minor increase to the density coding of a specific area. The potential remains, however, for the Minister to use his powers under section 76 to order Local Government to initiate or adopt a significant change to their planning schemes, such as the case with Subiaco's Pavilions Market site, which increased the existing height limit for one specific site by eleven storeys.

The 'Reasons for Decision' provided with the Minister's orders do not contain details on how the decision was reached and there remains concern within the local community at the Minister ordering the initiation of amendments that have previously been considered and rejected by their locally elected Council. In order to obtain greater transparency in the use of this Clause, and in line with State Council's June 2010 resolution, details about the rationale behind each decision should be provided by the Minister for Planning.

It is therefore recommended that the Association:

- Request that the Minister for Planning provide greater transparency when a section 76 order is issued, by providing a detailed explanation and justification of the reasons for the order; and
- The Association continue to monitor the use of section 76 orders by the Minister.

SEMZ Resolution

That the South East Metropolitan Zone supports item 5.2 within the May 2016 State Council Agenda.

State Council Resolution

That WALGA:

1. Request the Minister for Planning provide greater transparency when a section 76 order is issued, by providing a detailed explanation and justification of the reasons for the order; and
2. Continues to monitor the use of section 76 orders by the Minister of Planning.

5.3 Outcome of Minister's Building Summit – Proposed Local Government Actions

WALGA Recommendation

That State Council advise the Minister for Commerce of the Local Government actions that will be undertaken in order to progress the key items from Minister's 'Building Summit'.

Secretariat Comment

Following the Building Summit on the 2 February 2016, the Building Commission released a 'Snapshot' of the event which included key ideas from the Summit. Local Government Summit attendees then met to discuss the Building Commission's proposed actions, to develop a formal response.

The information within this report outlines a response to each of these ideas and the possible actions WALGA and the Local Government sector could undertake with the three topics presented; Planning Process; Local Government Process and Building Approval Process.

This summary will be provided to the Minister for Commerce at the Minister's meeting on the 20 April 2016, advising that it is an interim position until considered by WALGA's State Council on 5 May 2016.

SEMZ Resolution

That the South East Metropolitan Zone supports item 5.3 within the May 2016 State Council Agenda, with an amendment to the recommendation in Item 1 on page 22 Topic 2: Local Government process. to read:

That a single portal for Online lodgement is conditionally supported, providing the system directs applicants to existing online Local Government application systems of rather than trying to develop a standalone portal for all Local Governments to be connected to.

State Council Resolution

That State Council advise the Minister for Commerce of the Local Government actions that will be undertaken in order to progress the key items from Minister's 'Building Summit' with an amendment to the recommendation in Item 1 on page 22 Topic 2: Local Government process. to read: That a single portal for Online lodgement is conditionally supported, providing the system directs applicants to existing online Local Government application systems of rather than trying to develop a standalone portal for all Local Governments to be connected to.

5.4 Discussion Paper “Licensing Cyclists and Registering Bicycles”

WALGA Recommendation

That WALGA:

1. Does not support a policy of licensing cyclists;
2. Does not support a policy of registering bicycles; and
3. Engage with the Insurance Commission of WA to explore the viability of a third-party insurance scheme for cyclists.

Secretariat Comment

All levels of government are encouraging an increase in cycling as a sustainable form of transport. An increase in cycling corresponds with a heightened awareness of cyclists on public roads particularly when some cyclists contravene traffic laws or are involved in fatal or serious crashes with motor vehicles. These circumstances trigger calls from governments (state and local), motorists, lobby groups, individuals and cyclists for a range of interventions to make cycling safer on the public road network.

Jurisdictions in Australia and overseas continually struggle to integrate cyclists and motor vehicles on the public road system, which some would argue, is designed for motor vehicles and not for cyclists. Throughout the world various strategies are used or considered in an attempt to derive a safety benefit for cyclists on public roads. These strategies include licensing cyclists or registering bicycles.

The common motives for interested parties to call for a scheme to license cyclists are:

- Improve enforcement of traffic laws on cyclists and hold them accountable for errant riding.
- Improve cycling safety.
- Ensure cyclists learn traffic laws and have the skills to ride a bicycle on the public road network.

The common counter-arguments for a scheme to license cyclists include:

- There is no evidence that cyclists contravene traffic laws more often than other road users.
- In WA under the provisions of the Road Traffic Act 1974 a cyclist is deemed to be a driver of a vehicle; therefore is required to obey all relevant traffic laws and can be infringed/charged by the WA Police for a contravention the same as a motorist.
- Licensing cyclists is without precedent in Australia.
- There is no evidence that any jurisdiction anywhere in the world has implemented a formal or informal scheme to license cyclists to ride on public roads; and those that considered licensing cyclists found a scheme would cost more than any revenue generated.

The common motives for interested parties to call for a scheme to register bicycles are:

- "Legitimise" cyclists to use the public road system.
- Identify cyclists contravening road laws.
- Ensure safe and compliant vehicles operate on the public road network.
- Fund bicycle infrastructure.
- Fund third-party insurance for cyclists.
- Anti-theft measure and enable stolen bicycles to be returned to owners.

The common counter-arguments for a scheme to register bicycles include:

- There is no evidence that a bicycle registration scheme would make cyclists ride safer.
- A bicycle registration scheme is not necessary to ensure safe and compliant bicycles are ridden on public roads. Under the provisions of the Road Traffic Act 1974 and the Road Traffic Code 2000 a bicycle is deemed to be a vehicle; therefore the WA Police have the power to take action for un-roadworthy bicycles being ridden on public roads.
- There is no evidence a registration scheme would reduce bicycle theft.

- Experience in overseas jurisdictions is that costs associated with a bicycle registration schemes far exceeds any revenue raised.

No Australian jurisdiction has a scheme to license cyclists. There is no evidence that any overseas jurisdiction or authority has implemented a formal or informal scheme to license cyclists to ride on public roads.

No Australian jurisdiction has a scheme to register bicycles. Over time Australian and overseas jurisdictions have either considered or discontinued bicycle registration schemes for a range of common reasons. Few overseas jurisdictions have mandatory bicycle registration schemes while others have free or low-cost voluntary registration schemes as anti-theft mechanisms.

To introduce schemes to license cyclists and/or register bicycles would cause Western Australia to be inconsistent with other Australian jurisdictions. Furthermore, at a time when all levels of government are promoting the benefits of cycling, particularly as a sustainable form of transport, the experience overseas is that introducing such schemes can discourage cycling participation.

SEMZ Resolution

That the South East Metropolitan Zone supports item 5.4 within the May 2016 State Council Agenda.

State Council Resolution

That WALGA:

1. Does not support a policy of licensing cyclists;
2. Does not support a policy of registering bicycles; and
3. Engage with the Insurance Commission of WA to explore the viability of a third-party insurance scheme for cyclists.

5.5 ALGA Federal Election Platform

WALGA Recommendation

That WA Local Governments be encouraged to support and promote ALGA's 2016 Federal Election platform.

Secretariat Comment

The ALGA bid (attached) is built on ten key commitments, the fiscal integrity of which is underpinned by modelling undertaken by the National Institute of Economic and Industry Research.

In the lead up to the Federal Election, ALGA is seeking:

Restoration of Annual Financial Assistance Grant Indexation

Not just CPI, but a new methodology that reflects Local Government's cost structures.

Increase in the FAGs Quantum to 1% of Commonwealth Taxation

This would add \$1.5 billion to the pool of funds and restore real terms value to FAGs, which have eroded substantially over time. FAGs were at this level in 1995/6 but will constitute on 0.6% by 2017/18.

A New Freight Strategy

Seeking \$200 million per annum for 5 years of targeted investment to improve freight productivity, essentially addressing first and last mile issues.

Permanent Doubling of Roads to Recovery (R2R)

Substantial allocations to R2R in the last 2 years (\$1B in 15/16 and \$1.15B in 2016/17) are set to revert to \$350M in 17/18. A permanent bridges renewal program is needed.

A New Community Infrastructure Program

\$300M per annum for four years to stimulate employment and generate much needed local community infrastructure. The current replacement value for Local Government's \$354 Billion worth of community infrastructure is around \$440 Billion.

Local & Regional Climate Change Plans

\$100M over four years to support Local Governments in implementing local and regional plans, and where appropriate, support smaller Local Governments to undertake adaptation plans. Whilst national governments make important commitments in international forums to address climate change, much of the vital action needs to occur at the local level.

Municipal Services in Indigenous Communities

Initiatives aimed at closing the gap between indigenous and non-indigenous communities in areas of health, housing, early childhood development, education, economic participation and remote service delivery are vital in overcoming the disproportionately adverse circumstances experienced in indigenous communities. ALGA is seeking a review of the new funding arrangements for municipal services funding and the reinstatement of the National Partnership Agreement on Remote Indigenous Housing.

Human Services

Preserving access to untied grants so that Local Governments have capacity to meet community demand for facilities and services in areas such as sport, arts and culture, childcare, aged care, libraries, recreation, drug and alcohol management, maternal and child health, and a range of community development activities around community engagement social inclusion health promotion and citizenship.

Natural Disasters

ALGA is strongly focussed on maintaining the current NDRRA and is seeking commitments from all parties to this minimum position. Beyond this, they are also pursuing a great attention to mitigation funding to strengthen the resilience and preparedness of local communities.

Funding Security

The concern about the Constitutional security of federal funding to Local Government remains unaddressed and the election platform seeks to gain commitment to a solution.

SEMZ Resolution

That the South East Metropolitan Zone supports item 5.5 within the May 2016 State Council Agenda.

State Council Resolution

1. That WA Local Governments be encouraged to support and promote ALGA's 2016 Federal Election platform.
2. That ALGA be requested to consider restoring the NBN rollout strategy to fibre to premise rather than fibre to the node as a matter of priority

5.6 WALGA Submission – Public Inquiry into the January 2016 Waroona Fire

WALGA Recommendation

That the Association's interim submission to the Public Inquiry into the January 2016 Waroona Fire be endorsed.

Secretariat Comment

The WALGA submission outlines that Local Government is supportive of the promotion of a 'shared responsibility' for prevention and mitigation across State agencies, Local Government and private landowners.

Local Governments acknowledge that they are a key stakeholder in assessing and mitigating risks across hazards, as well as playing a significant role in supporting response delivery across the State to combat the ongoing threat of bushfires. Unfortunately at present the sector is not adequately supported to develop the necessary skills, expertise or resources to achieve this.

WALGA's submission highlighted Members concerns about the use of volunteers at major incidents, the lack of respect for local knowledge and expertise and inconsistencies in the application of operational doctrine between the Department of Fire and Emergency Services (DFES) and Department of Parks and Wildlife (DPaW).

Further, reference was made to the need for clarity on the roles and responsibilities of DFES, DPaW and Local Governments for the development and delivery of training for Local Government volunteers. This was provided in line with previous submission to the Department of Fire and Emergency Services for Emergency Services Legislation Review 2013. (Resolution 219.3/2013)

Nine recommendations were made in the submission, as outlined below, with detailed discussion and evidence provided in support of these.

- That SEMC Secretariat develop an assurance framework to monitor the implementation and effectiveness of recommendations emanating from all public inquiries and reviews.
- That the policy and decision making framework for emergency management and bushfire in WA be streamlined and integrated.
- That a full analysis, including cost implications for all stakeholders, of all policy recommendations or initiatives should be undertaken in consultation with Local Governments, and in accordance with the Regulatory Impact Assessment Guidelines prior to adoption and implementation.
- That the State fund a sector led project to develop a road map (in line with the principles of the national strategy for disaster resilience) to empower Local Governments to take a leadership role in developing and delivering programs and strategies to build community resilience.
- The State government should invest resources in Local Governments to leverage off existing community development skills and expertise inherent in local and develop community resilience strategies that will deliver localised solutions.
- That the State Government commits to identifying a sustainable funding source for Local Government, for functions required under the State's current (or proposed) legislative and policy framework for bushfire. This should include a review of the future scope, purpose and use of the Emergency Service Levy and the Local Government Grants Scheme to adequately fund activities in addition to response.
- State Government agencies commit to genuine engagement with Local Government to fully appreciate the current capabilities and limitations of the sector and to leverage off existing strengths to increase the success of contemporary emergency management and bushfire policies and/or programs.
- That a clear policy statement about the roles and responsibilities of all agencies for the training of volunteers; the standards to which volunteers are required to be trained; the availability and location of training throughout the State; and recognition of prior learning/experience is developed.
- A transparent and current training database be developed with online access.

Local Government entrust that future reforms in the State's emergency management and bushfire policy framework will deliver well analysed and costed policy positions prior to implementation, and provide sustainable funding solutions and enhanced capability leveraging off Local Government strengths, so that together we can increase capability at the local level and the state as a whole.

The Association looks forward to contributing to further stages of the Special Inquiry as required and to working together to enhance community resilience within local communities.

SEMZ Resolution

That the South East Metropolitan Zone supports item 5.6 within the May 2016 State Council Agenda.

State Council Resolution

That the Association's interim submission to the Public Inquiry into the January 2016 Waroona Fire be endorsed.

**GEOFF GLASS
CHIEF EXECUTIVE OFFICER**

DELEGATES' REPORT

Rivers Regional Council - Ordinary Council Meeting

Venue: Shire of Serpentine Jarrahdale
Date: Thursday 21 April 2016 – 6.50pm
Delegates: Councillor Fiona Reid
Councillor Ken Manolas (Deputy Member)

The Rivers Regional Council (RRC) meeting was held at the Shire of Serpentine Jarrahdale on Thursday 21 April 2016, commencing at 6.50pm. The meeting concluded at 8.32pm.

The Agenda (refer to attached Table of Contents) contained a number of routine items. For ease, the main items discussed by the Council are outlined in the table below:

Item 14.1	Payments for the Period 1 February 2016 to 31 March 2016
Item 14.2	Financial Report for the Period 1 February 2016 to 31 March 2016
Item 14.3	Draft Budget 2016/2017
Item 14.4	Regional Waste Education Coordinator (RWEC) - Progress Report
Item 14.5	CEO - Activity Update
Item 19.1	Shire of Serpentine Jarrahdale – Allocation of Costs

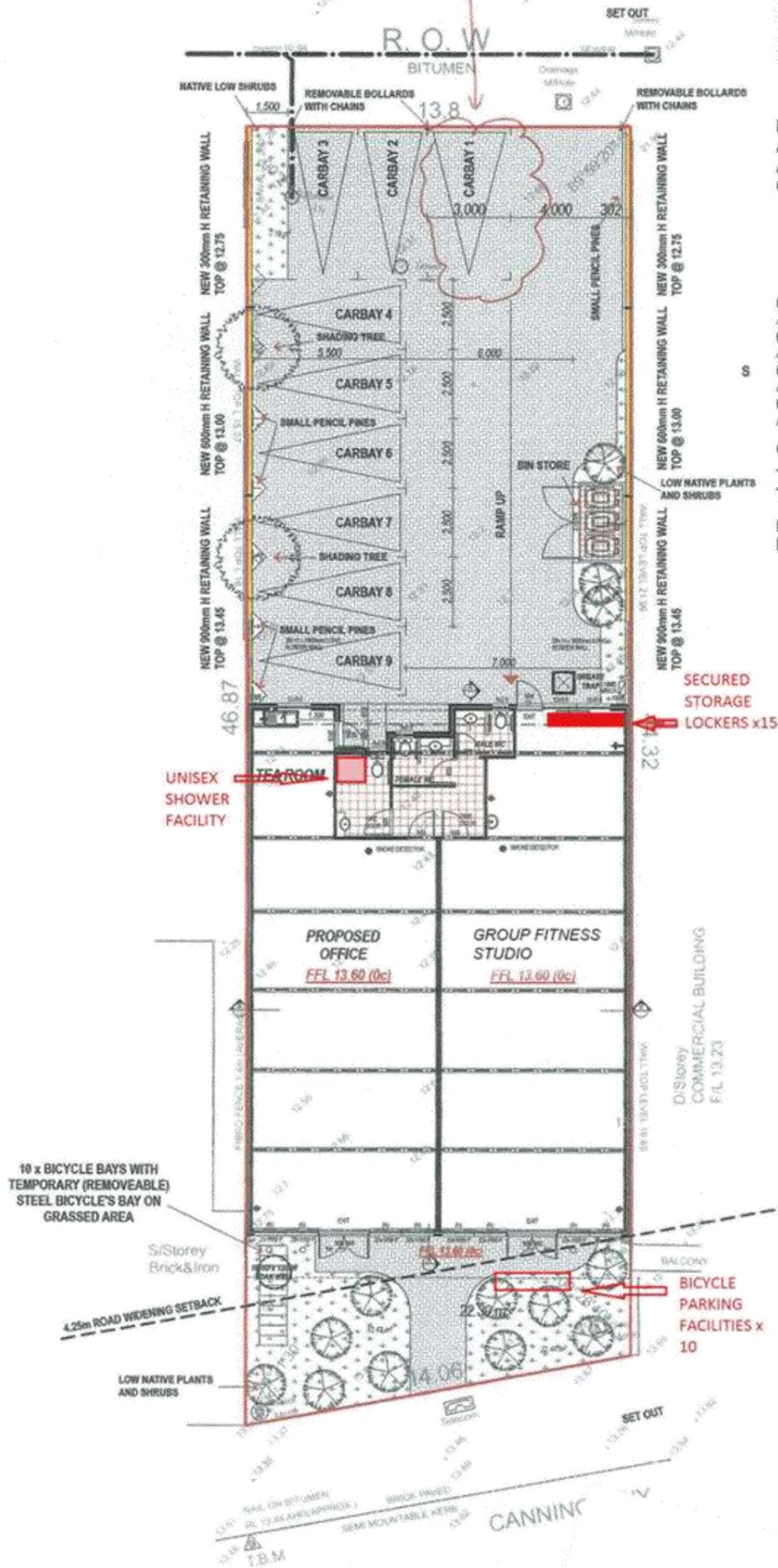
The Council adopted the recommendations for Items 14.1 through to 14.5 and Item 19.1.

The Minutes of the meeting are available to be read in full on iCouncil.

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*Accessible bay to be marked
in accordance with AS 2470.6 2003*



NOTE :
ALL RETAINING WALLS IN PRECAST LIMESTONE
ALL PAVINGS TO BE CONCRETE
CARPARK TO BE HOT MDL TO ENG. DETAILS

PROPOSED DEVELOPMENT

01. OFFICE A: 100.45 m2	01. COFFEE SHOP A: 96.39 m2
01. TEA ROOM A: 17.36 m2	02. KITCHEN A: 20.7 m2
03. TOILETS A: 13.02 m2	03. COMMON SERVICES A: 19.88 m2
05. GROSS FLOOR AREA A: 130.82 m2	04. DINING A: 46.60 m2
CAR BAYS REQ : 6	CAR BAYS REQ : 9
TOTAL CARBAY PROVIDED : 9	TOTAL CARBAY REQUIRED : 16
LANDSCAPING AREA PROVIDED : A: 83.75 m2	LANDSCAPING AREA REQUIRED : A: 94.5 m2

SITE PLAN

PROPOSED RESIDENCE FOR :

ADDRESS:

LOT 2 (#97 & #99) CANNING HWY SOUTH PERTH

SCALE 1:200

DRAWN : A.T

DATE: 03/10/11

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To whom it may concern,

The proposed plans for address 97/99 Canning Hwy South Perth are as followed;

- Group training / ~~Personal training~~ Studio run as F45 Fitness Function and hours of operation amended
- The gym will run high intensity training circuits from ~~7am – 9.30am~~ again from 4pm – ~~7.30pm~~
- ~~Throughout the day the gym will not be used for group training and instead will be used for one on one personal training.~~
- The studio will be fitted with noise reducing rubber tiles to reduce the sound of weights.
- The studio will be fitted with a stereo which will be playing music during operating hours on low – medium volume
- The group classes will be occupied with classes sized from 8-14 people who will have access to the Car bays at the rear of the premises and also the bike rack at the front of the premises.
- The premises will be fitted with 7 wall mounted Tv's which will demonstrate during the work outs the Actions required.
- Clients will generally enter from the rear of the site
- Clients will have access to 3 shared bathrooms- 1 male 1 female 1 disabled access toilet
- The who open floor plan of the inside site will be occupied as a gym occupying equipment throughout all.
- The advertising will display through Signage on the front and rear including two Metal backed signs stating F45 in White, Red and Blue. These will be placed directly above the doors on the front where there is clear placement for signage and again on the rear where there is clear positioning for signage

In Relation to the application for 97 Canning Hwy South Perth 6151 Parking.

The Proposed use for the Gym will be between the hours of;

6AM-8.30AM Monday-Friday

5.30PM-7.30PM Monday to Friday

Saturday Morning 8.30AM-10AM

These hours have now been verified by F45 Head office and will be the confirmed operating hours once the gym commences. We have spoken to the Tenants along with the owners of the property's surrounding. The shared Parking at the rear of the property where there is 8 bays, 4 of which are allocated to us. This is occupied by Alleviate Massage. We have spoken with the owners who have advised in the morning Hours they do not open until 10AM and were more than accommodating for us to use their allocation of bays in the morning hours as we suggested likewise during our non-operating hours they currently use the unoccupied ones. Also not for the classes as previously advised that there is facilities located at the front of the premises for clients to bike to and from the venue along with Locker facilities to be located inside. There is capacity for us to 8 clients to bike to class. While we understand the current use is approved as a Café we'd argue that a café would draw more traffic in peak traffic periods and that our change of use isn't going to cause disturbance to the surrounding occupants given the time periods of operation.

Further to this, along both Salisbury Ave and Dyson Street we have studied over a 4 week period that this houses 37 parking bays and during the periods proposed morning and evening these have on every occasion except 2 occasions had 15 clear bays available for use. While we understand some of the surrounding business have objections regarding F45 Moving in we have met with every one of them and hence the change of hours to our business to ensure we are not crossing over with all surrounding business's main or busy periods. The surrounding Street parking could serve to service the clients that do decide to travel via vehicle should there be no parking within the designated bays. Given on all but 2 occasions there has been more than 15 bays in the designated periods of operations we suggest to the council there is suitable amount available within close proximity to justify the shortfall of bays alongside offered Bike facilities.

With the recent variance in parking to the Bays located on Salisbury Ave to 4 hours only this has reduced the number of people parking throughout the day in these locations. Further we will not be occupying any bays during any 9-5 period as the Gym will not be functional.

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 087 trading as:

HERRING STORER ACOUSTICS

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F45 TRAINING

97 CANNING HIGHWAY, SOUTH PERTH

NOISE LEVEL ASSESSMENT

MARCH 2016

OUR REFERENCE: 20336-2-16077



Herring Storer Acoustics

DOCUMENT CONTROL PAGE

NOISE LEVEL ASSESSMENT
SOUTH PERTH

Job No: 16077

Document Reference: 20336-2-16077

FOR

F45 TRAINING

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Herring Storer Acoustics

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1. INTRODUCTION

Clinton Hoffman, from F45 Training, South Perth, has commissioned Herring Storer Acoustics to carry out an acoustic assessment of a proposed gym located at 97 Canning Highway, South Perth.

As a result noise emissions associated with the gym have been assessed for compliance against the *Environmental Protection (Noise) Regulations 1997*.

2. SUMMARY

The objective of this assessment was to measure noise levels attributable to the gym and assess against the regulatory criteria.

Compliance with the *Environmental Protection (Noise) Regulations 1997* is achieved at all locations and times, except to the adjacent "Alleviate Massage". This is due to the doors connecting the shared toilet, and as of such recommended noise control is detailed below.

It is noted that the audio equipment is to be marked with a "do not exceed" level to ensure that the maximum level of 82 dB(A) within the venue is not compromised.

3. CRITERIA

The acoustic criteria are as required in the *Environmental Protection (Noise) Regulations 1997*. These regulations stipulate maximum allowable external noise levels determined by the calculation of an influencing factor, which is then added to the base levels shown in Table 3.1. The influencing factor is calculated for the usage of land within the two circles, having radii of 100m and 450m from the premises of concern.

TABLE 3.1 - BASELINE ASSIGNED OUTDOOR NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		L _{A10}	L _{A1}	L _{Amax}
Residential	0700 – 1900 hours Monday to Saturday	45+IF	55 +IF	65 +IF
	0900 - 1900 hours Sunday and Public Holidays	40 +IF	50 +IF	65 +IF
	1900 – 2200 hours all days	40 +IF	50 +IF	65 +IF
	2200 hours on any day to 0700 hours Monday to Saturday and 0900 hours Sunday and Public Holidays	35+IF	45 +IF	55 +IF
Commercial	All hours	60	75	80
Industrial	All Hours	65	80	90

Notes: L_{A10} is the noise level exceeded for 10% of the time.
L_{A1} is the noise level exceeded for 1% of the time.
L_{Amax} is the maximum noise level.
IF is the influencing factor.

It is a requirement that noise from the site, when received at another premises, be free of annoying characteristics (tonality, modulation and impulsiveness), defined below as per Regulation 9.

“impulsiveness” means a variation in the emission of a noise where the difference between L_{Apeak} and $L_{Amax Slow}$ is more than 15 dB when determined for a single representative event;

“modulation” means a variation in the emission of noise that –

- is more than 3dB $L_{A Fast}$ or is more than 3 dB $L_{A Fast}$ in any one-third octave band;
- is present for more at least 10% of the representative assessment period; and
- is regular, cyclic and audible;

“tonality” means the presence in the noise emission of tonal characteristics where the difference between –

- the A-weighted sound pressure level in any one-third octave band; and
- the arithmetic average of the A-weighted sound pressure levels in the 2 adjacent one-third octave bands,

is greater than 3dB when the sound pressure levels are determined as $L_{Aeq,T}$ levels where the time period T is greater than 10% of the representative assessment period, or greater than 8dB at any time when the sound pressure levels are determined as $L_{A Slow}$ levels.

If the above characteristics exist and cannot be practicably removed, then any measured level is adjusted according to Table 3.2 below.

TABLE 3.2 - ADJUSTMENTS TO MEASURED LEVELS

Where tonality is present	Where modulation is present	Where impulsiveness is present
+5 dB(A)	+5 dB(A)	+10 dB(A)

Note: These adjustments are cumulative to a maximum of 15 dB.

The nearest potential noise sensitive premises to the Gym have been identified as the adjacent “Absolute Balance Physiotherapy”, “Alleviate Massage” and “Just On Time Watchmaker”. These locations are all commercial premises with the Assigned Noise Levels as shown in Table 3.3 below.

TABLE 3.3 - ASSIGNED NOISE LEVEL

Premises Receiving Noise	Time of Day	Assigned Level (dB)		
		$L_{A 10}$	$L_{A 1}$	$L_{A max}$
Neighbouring Commercial Premises	All Hours	60	75	80

Notes: L_{A10} is the noise level exceeded for 10% of the time.
 L_{A1} is the noise level exceeded for 1% of the time.
 L_{Amax} is the maximum noise level.

4. NOISE SOURCES

The noise emissions of the F45 Gym is understood to consist of gym activities (lifting and dropping of weights, body movement, etc) as well as background music. The music is understood to be similar to the existing F45 Gym at 225 St Georges Terrace. From previous measurements at the abovementioned existing gym, noise emissions from music have been identified as the primary noise source.

Noise levels attributable to the music are to be limited to a maximum sound pressure level of around 82 dB(A) throughout the venue, and to not contain significant low frequency (bass) components.

The existing construction was tested during a site visit on 22 March 2015. During this visit a "White-noise" source was established in the proposed venue with resulting noise levels measured at adjacent "Absolute Balance Physiotherapy", "Alleviate Massage" and "Just In Time Watchmakers". This work was conducted to ensure that the calculation of noise levels within the neighbouring commercial spaces is representative of what would occur in reality.

5. CALCULATED NOISE LEVELS

Noise levels at the adjacent commercial premises have been calculated as listed below in Table 5.1.

TABLE 5.1 – CALCULATED NOISE LEVELS

Location	Calculated Noise Level - dB(A)
Just In Time WatchMaker	31
Absolute Balance Physiotherapy	35
Alleviate Massage	44

6. ASSESSMENT

The *Environmental Protection (Noise) Regulations 1997* are based on noise levels received outside a premises, hence, where the noise level is measured/calculated inside, adjustments to the noise level are applicable. Table 6.1 below summarises the applicable adjustments for the calculation locations.

TABLE 6.1 – APPLICABLE ADJUSTMENTS FOR MEASUREMENT LOCATION dB(A)

Location	Calculated Noise Level	Measurement Location		Adjusted Noise Level
		Inside Windows / Doors Open	Inside Windows / Doors Closed	
Just In Time WatchMaker	31	-	+ 15	46
Absolute Balance Physiotherapy	35	-	+ 15	50
Alleviate Massage	44	-	+ 15	59

Whilst the primary noise source does not contain any annoying characteristics, it is classified as a music source and hence the following adjustments listed in Table 6.2 are applicable.

TABLE 6.2 – APPLICABLE ADJUSTMENTS FOR ANNOYING CHARACTERISTICS, dB(A)

Location	Adjusted Noise Level	Applicable Adjustments To Measured Noise Levels		Assessable Noise Level
		Where Noise Emission Is Music		
		Where impulsiveness is present	Where impulsiveness is NOT present	
Just In Time WatchMaker	46	-	+10	56
Absolute Balance Physiotherapy	50	-	+10	60
Alleviate Massage	59	-	+10	69

The assessable noise levels compared to the relevant criteria are listed below in Table 6.3.

TABLE 6.3 – ASSESSMENT OF WEIGHT DROPPING IN COMMERCIAL TENANCY BELOW

Location	Assessable Noise Level, dB(A)	Applicable Times of Day	Applicable Assigned Noise Level (dB)	Exceedance to Assigned Noise Level (dB)
Just In Time WatchMaker	56	All Hours	60	Complies
Absolute Balance Physiotherapy	60	All Hours	60	Complies
Alleviate Massage	69	All Hours	60	+9

As can be seen from the above tables, noise level emissions associated with the gym are calculated to comply with the *Environmental Protection (Noise) Regulations 1997* for all locations, with the exception of the Alleviate Massage premise.

This exceedance is likely due to doors connecting the shared toilet space that joins the two premises as it is likely that the walls should perform in a similar order to the others measured. To achieve compliance, it is recommended to perform noise control on the doors in the form of the following:

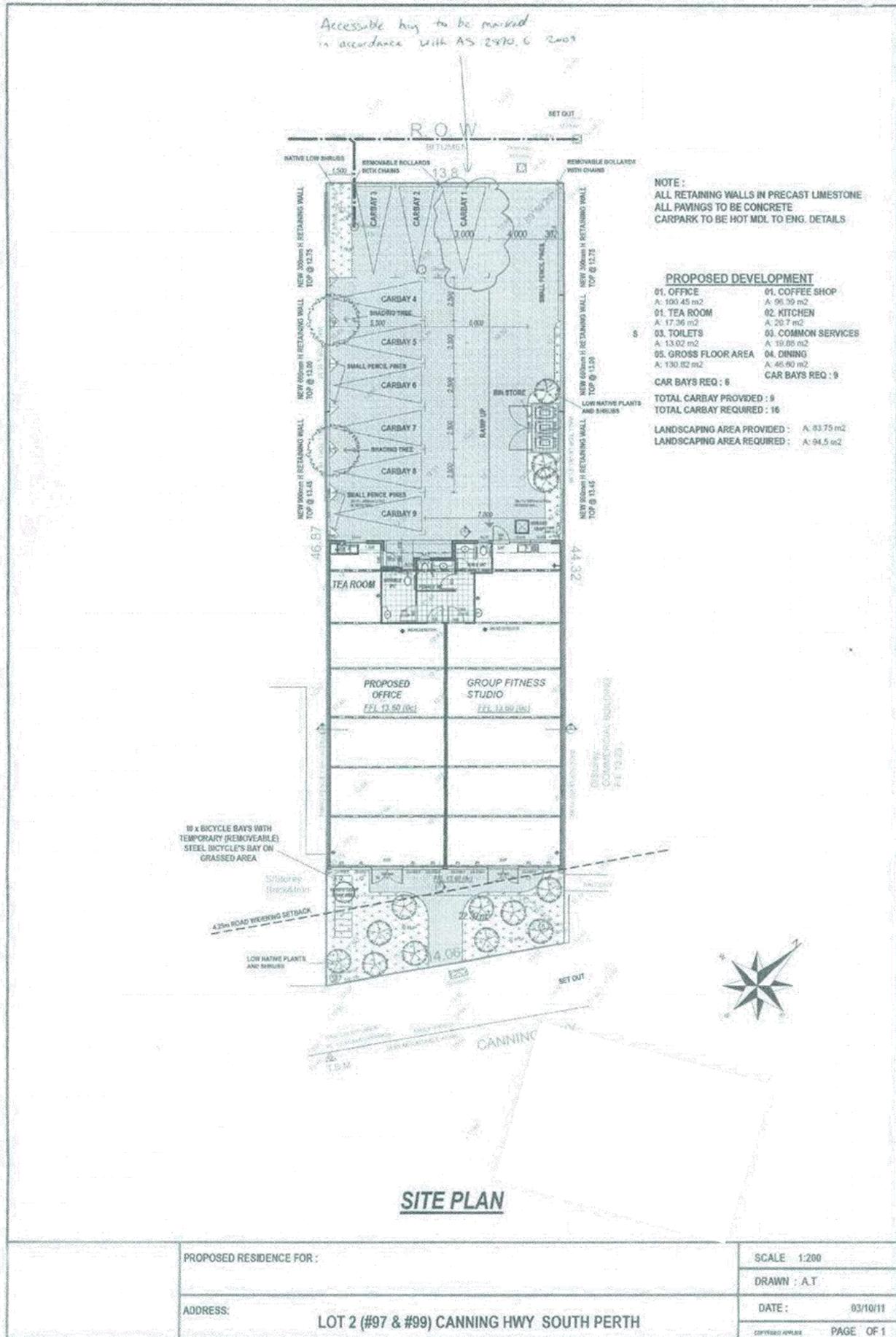
- Eliminate the direct airpath from the premises to the shared toilets if present (ie vents);
- Install perimeter and drop seals on the doors to the toilet ; and
- If the noise levels are still in excess, increase mass of the doors via use of up to 50mm solid core doors.

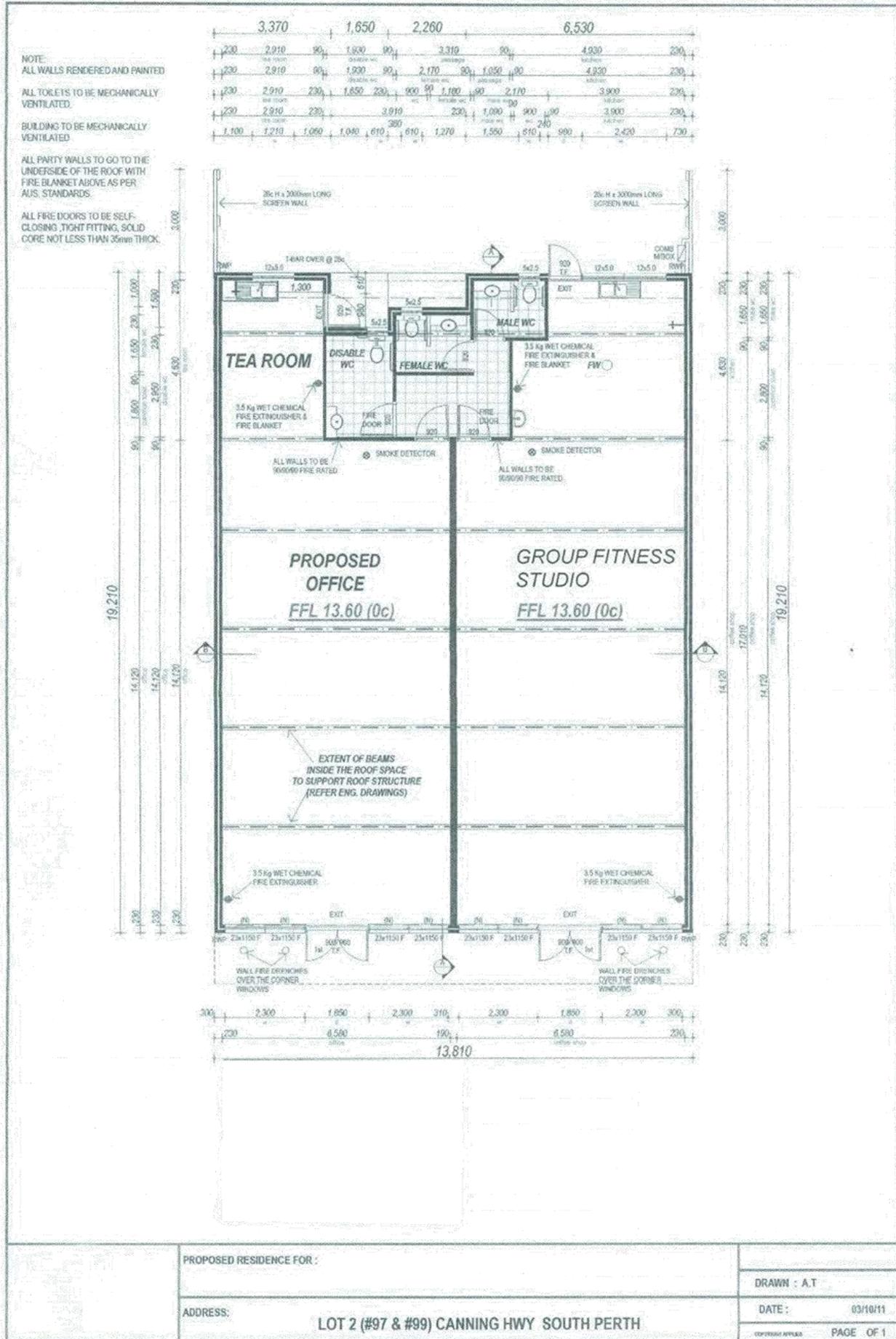
Additionally, it is recommended to place a do not exceed of 82 dB(A) on the audio equipment and train staff appropriately so that this level is met.

I trust the above meets your requirements on this matter. Should you have any queries, please do not hesitate to contact this office.

Yours faithfully,
For **HERRING STORER ACOUSTICS**

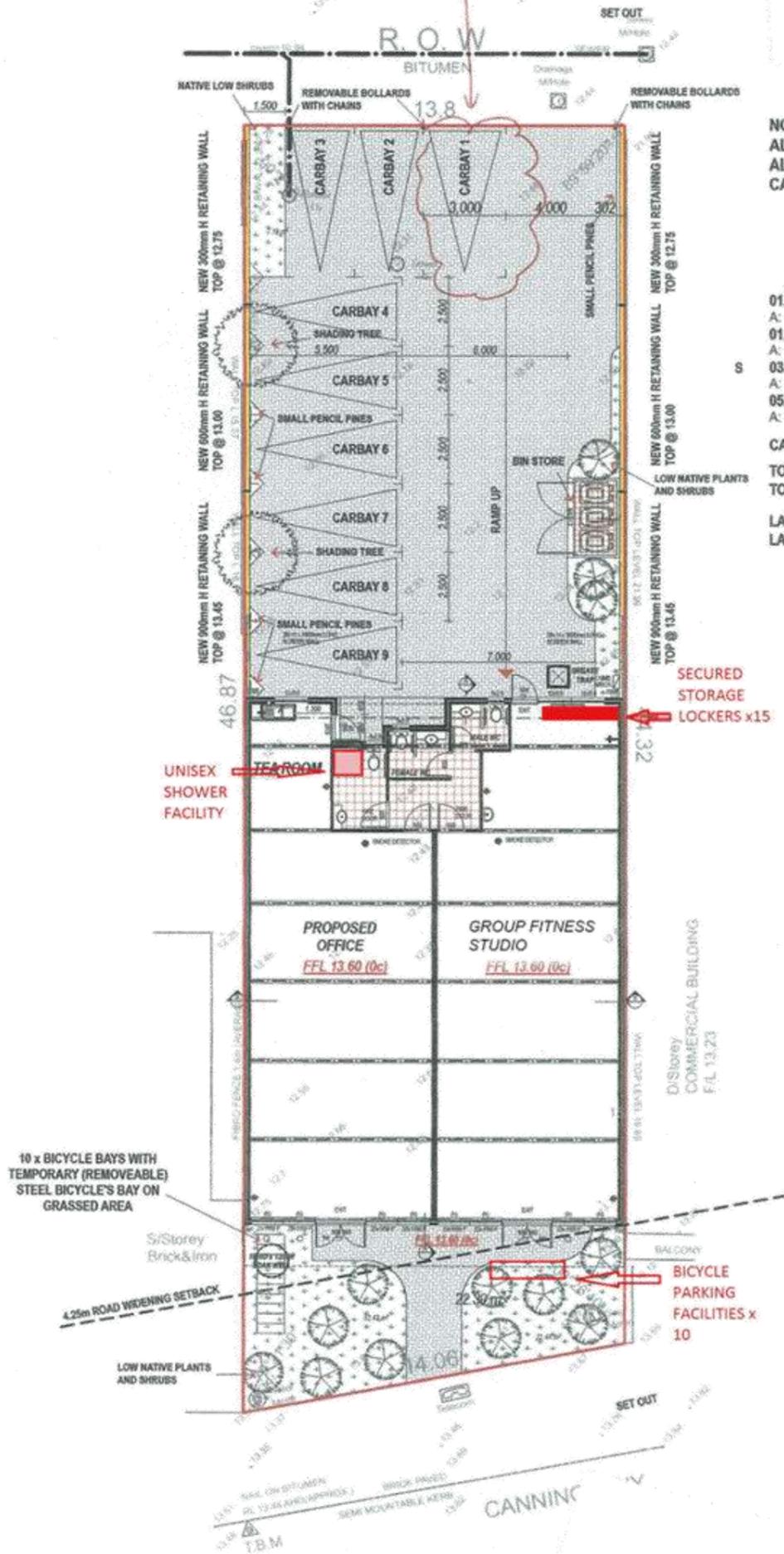
Geoffrey Harris





PROPOSED RESIDENCE FOR :		DRAWN : A.T
ADDRESS:	LOT 2 (#97 & #99) CANNING HWY SOUTH PERTH	DATE : 03/10/11
		COPYRIGHT APPLIES PAGE OF 1

*Accessible bay to be marked
in accordance with AS 2470.6 2003*



NOTE :
ALL RETAINING WALLS IN PRECAST LIMESTONE
ALL PAVINGS TO BE CONCRETE
CARPARK TO BE HOT MDL TO ENG. DETAILS

PROPOSED DEVELOPMENT

01. OFFICE A: 100.45 m2	01. COFFEE SHOP A: 96.39 m2
01. TEA ROOM A: 17.36 m2	02. KITCHEN A: 20.7 m2
03. TOILETS A: 13.02 m2	03. COMMON SERVICES A: 19.88 m2
05. GROSS FLOOR AREA A: 130.82 m2	04. DINING A: 46.60 m2
CAR BAYS REQ : 6	CAR BAYS REQ : 9
TOTAL CARBAY PROVIDED : 9	TOTAL CARBAY REQUIRED : 16
LANDSCAPING AREA PROVIDED : A: 83.75 m2	
LANDSCAPING AREA REQUIRED : A: 94.5 m2	

SITE PLAN

PROPOSED RESIDENCE FOR :

ADDRESS:

LOT 2 (#97 & #99) CANNING HWY SOUTH PERTH

SCALE 1:200

DRAWN : A.T

DATE: 03/10/11

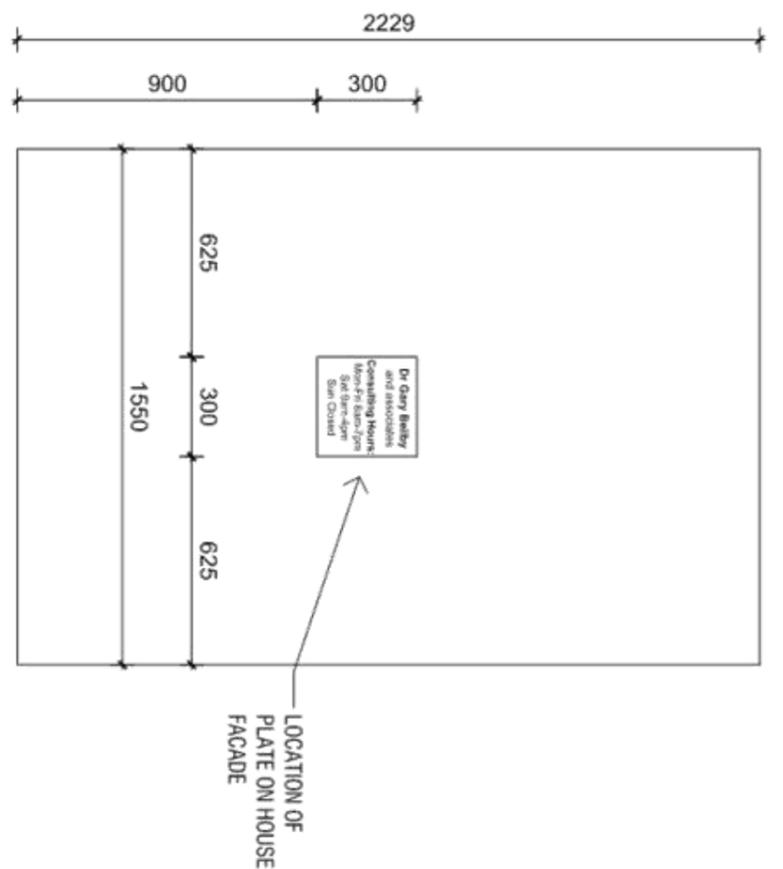
COPYRIGHT APPLIES PAGE OF 1



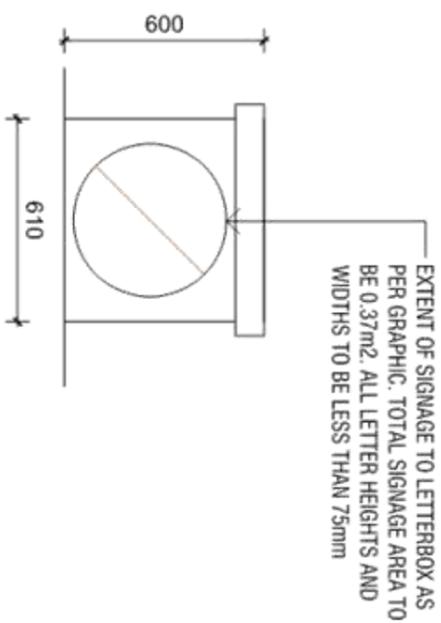




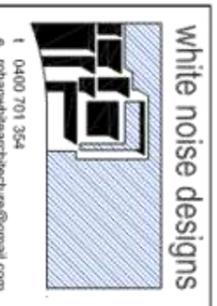
01 SIGNAGE GRAPHIC
133 MANNING ROAD



02 FACADE SIGNAGE ELEVATION
133 MANNING ROAD
SCALE 1:20



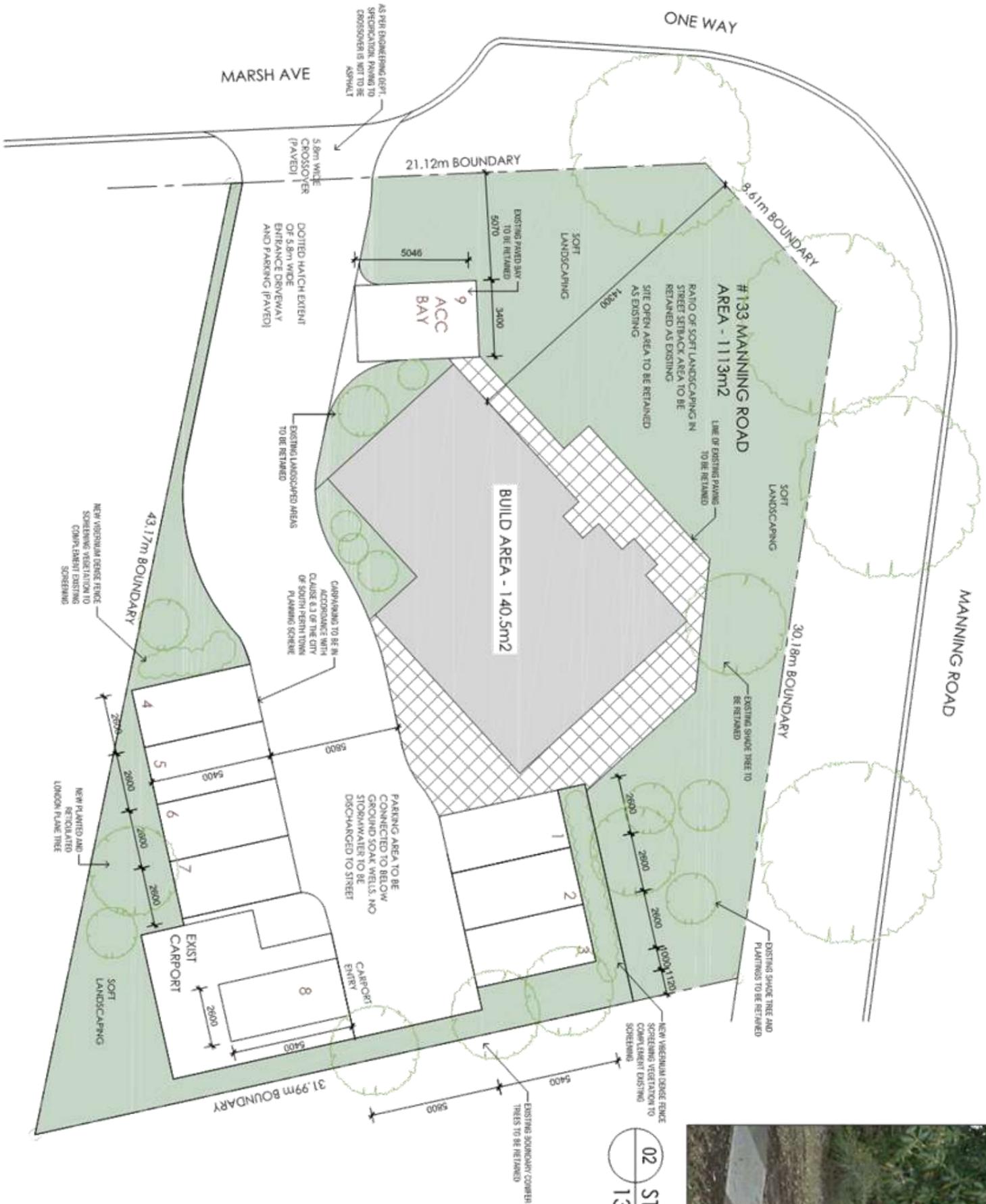
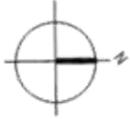
03 LETTER BOX SIGNAGE ELEVATION
133 MANNING ROAD
SCALE 1:20



1	SCALED SUBMISSION	05/05/2016
2	UPDATE SIGNAGE SUBMISSION	21/04/2016

CLIENT GARY BELBY	DRAWING TITLE SIGNAGE SUBMISSION
PROJECT DESCRIPTION VETERINARY PRACTICE 233 MANNING ROAD MANNING	JOB NO. : DRAWN : SCALE : AS SHOWN
Copyright - This document remains the property of ROYAL WHITE DESIGN and may not be copied or reproduced without the written consent of Royal White Design. Conditions to verify dimensions on site. Site	REVISIONS 1 A1.03

01 SITE PLAN
133 MANNING ROAD
SCALE 1/200



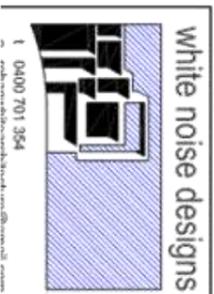
02 STREET VIEW
133 MANNING ROAD



TOTAL BUILD GFA	140.5m2
SITE AREA	1113m2

PARKING NUMBERS AND REQUIREMENTS		
CLASS 6 BUILDING AS PER TABLE 6 OF THE CITY OF PERTH TOWN PLANNING SCHEME		
GFA	PARKING REQUIRED	PARKING PROVIDED
140.5m2	1 BAY PER 19m2 - 7 BAYS	8
	2 STAFF PARKING - 2 BAYS	2
TOTAL	9 BAYS	10 BAYS

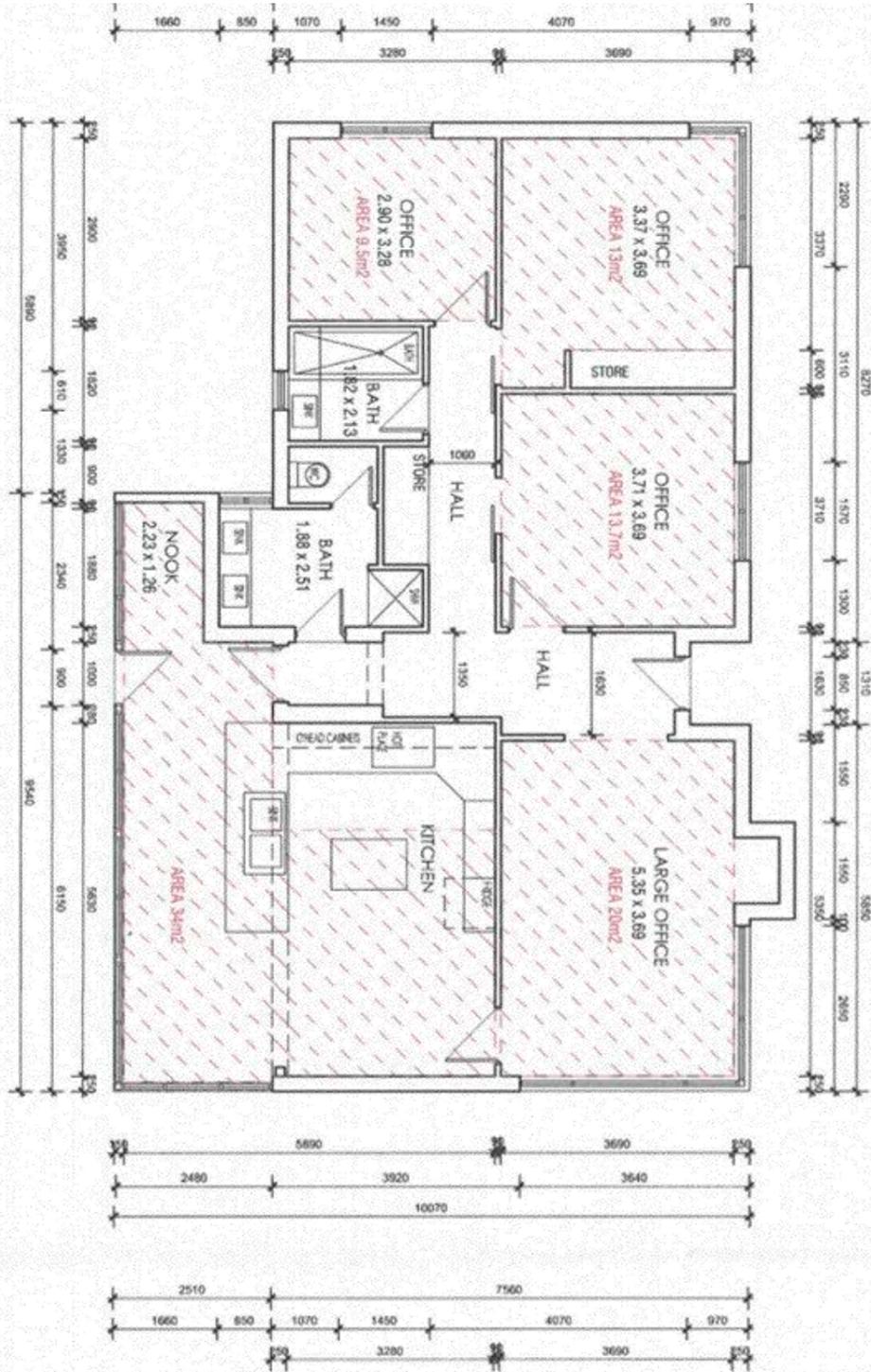
EXTENT OF SOFT LANDSCAPING TO A TOTAL OF 490m2 OR 44% OF SITE



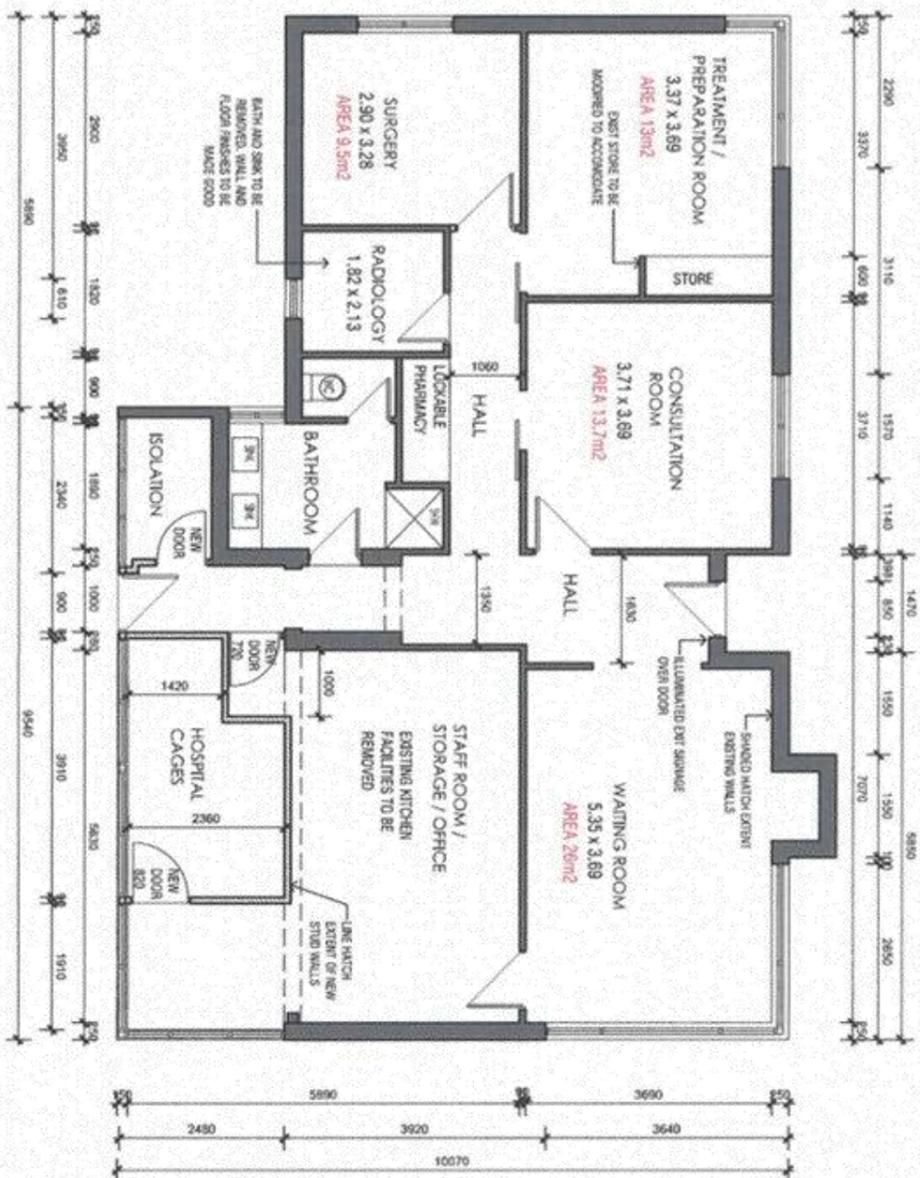
1	0400 701 354
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1	CHANGE OF USE SUBMISSION	06/02/2016
2	SCHEMATIC DESIGN	06/02/2016

CLIENT GARY BELBY VETERINARY PRACTICE 133 MANNING ROAD MANNING		DRAWING TITLE SITE PLAN AND PARKING LAYOUT	
JOB NO.: DRAWN BY: SCALE: AS SHOWN	REVISION: DRAWING: 2 A1.01	Copyright - This document remains the property of GARY BELBY. It is not to be copied, reproduced, or used in any way without the written consent of GARY BELBY.	



01 EXISTING GROUND FLOOR PLAN
133 MANNING ROAD
SCALE 1:100



02 PROPOSED GROUND FLOOR PLAN
133 MANNING ROAD
SCALE 1:100



NOTE
ALL EXTERNAL ELEVATIONS TO BE
RETAINED AS EXISTING



1	0400 701 354	FORAN WHITE NOISE ARCHITECTURE@gmail.com
2	CHANGED BY: GARY BEILBY	05/03/2014
3	SCHEMATIC DESIGN	18/02/2014

CLIENT	GARY BEILBY
PRACTICE DESCRIPTION	VETERINARY PRACTICE
PROJECT ADDRESS	133 MANNING ROAD MANNING

DRAWING TITLE	EXISTING AND PROPOSED PLANS
JOB NO.	RW
SCALE	AS SHOWN
REVISION	2 A1.02

Application for Planning Approval Requiring Engineering Comments



TO:	Engineering Design
FROM:	Mr K Tang Planning Officer, Development Services
DATED:	16 March 2016

PROPERTY ADDRESS:	Lot 453 (No. 133) Manning Road Manning
PROPOSAL:	Change Of Use (Veterinary Clinic)
APPLICATION DATE:	09 March 2016
ID NUMBER:	11.2016.85.1
PLAN ATTACHED:	Yes – Please refer to D-16-20692 in TRIM for further information

GENERAL COMMENT:	Yes
VEHICLE MOVEMENTS:	Yes / No
ONSITE PARKING:	Yes / No
STREET TREES:	Yes / No
CROSSOVER DESIGN:	Yes / No
VERGE TREATMENTS:	Yes / No
GROUND LEVELS:	Yes / No
LOWEST POINT OF STREET: (DRAINAGE ISSUE)	Yes / No
BUS STOP RELOCATION:	Yes / No
OTHER:	

ENGINEERING COMMENTS IN RELATION TO ABOVE:

General Comment

The Change of Use Application includes (amongst other internal building modifications):

- works to the existing paved area to be formalised as off street parking;
- the inclusion of a Veterinary Logo to an existing low level brick structure; and
- the mounting of a large display sign to the face of the building.

The parking area layout is the minimum as set by AS2890.1 for Class 1 and 1A users.

User Class	Required door opening	Required Aisle width	Examples of uses
1	Front door first stop	Minimum for single manoeuvre entry and exit	Employee and commuter parking (generally all day)
1A	Front door first stop	Three point turn entry and exit into 90 degrees bays	Residential domestic and employee parking
2	Full opening all doors	Minimum for single manoeuvre entry and exit	Long term city and town centre parking, sports facilities etc.

Application for Planning Approval Requiring Engineering Comments



3	Full opening all doors	Minimum for single manoeuvre entry and exit	Short term city and town centre, parking stations, hospital and medical centres
3A	Full opening all doors	Additional allowance above minimum single manoeuvre width to facilitate entry and exit	Short term high turnover at shopping centres
4	Specified in AS2890.6		Parking for people with disabilities

The minimum bay dimension for a user Class 3 is 2.6 metres wide by 5.4 metres long and an aisle width of 5.8 metres. The bay module detailed is 2.4 metres by 5.4 metres with an aisle width of 6.4 metres. The space available is very limited, so there can be some latitude given to the undersize bays.

The parking area is to be connected to below ground soak wells, the size and number being determined by a suitably qualified person to collect and dispose of all stormwater falling on the site. No stormwater is allowed to discharge to the street.

The low level logo signage is outside of the general line of sight for a driver on Manning Road and should not constitute a distraction to west bound drivers.

The large display sign on the front of the building has a westward facing aspect and will not be distraction to any west bound driver.

As a change of use and new development no part of the crossing within the road reserve is to be paved with asphalt. The standard crossing as defined by the City is 3 metres wide (can be to a maximum of 6 metres subject to frontage) and constructed in concrete. Other paving materials may be used; however asphalt or any bituminous product is not a "material of choice" for crossings.

Name:	Les Croxford	Date:	31 March 2016
	Manager Engineering Infrastructure		

City of South Perth
Town Planning Scheme No. 6

Amendment No. 52

Building height limits of lots 501 and 502 River Way, Salter Point



Civic Centre

Cnr Sandgate Street and South Terrace
SOUTH PERTH WA 6151

Monday to Friday: 8.30am to 5.00pm

Enquiries:

Telephone: 9474 0777

Facsimile: 9474 2425

MINISTER FOR PLANNING

FILE: LP/209/52

PART OF AGENDA:



Proposal to Amend a Town Planning Scheme

1. **Local Authority:** City of South Perth
2. **Description of Town Planning Scheme:** Town Planning Scheme No. 6
3. **Type of Scheme:** District Zoning Scheme
4. **Type of Amendment:** Standard Amendment
5. **Serial No. of Amendment:** Amendment No. 52
6. **Proposal:** To amend the Scheme for the purpose of aligning the Building Height Limits map with the cadastral lot boundaries at lots 501 and 502 River Way, Salter Point



RESOLUTION DECIDING TO AMEND
CITY OF SOUTH PERTH
TOWN PLANNING SCHEME NO. 6

PLANNING AND DEVELOPMENT ACT 2005



**Resolution Deciding to Amend
City of South Perth
Town Planning Scheme No. 6**

Amendment No. 52

RESOLVED ...

That the Council of the City of South Perth, in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the City of South Perth Town Planning Scheme No. 6 via a Standard Amendment, for the purpose of aligning the Building Height Limits map with the cadastral lot boundaries at lots 501 and 502 River Way, Salter Point.

GEOFF GLASS
CHIEF EXECUTIVE OFFICER

Minutes of Council Meeting dated: 24 May 2016



STANDARD AMENDMENT REPORT



Report on Amendment No. 52 to Town Planning Scheme No. 6

INTRODUCTION

The City of South Perth Town Planning Scheme No. 6 (TPS6) became operative on 29 April 2003. At a meeting held on 24 May 2016, the Council resolved to amend the Scheme via a standard amendment in the manner described in this report, and at the same meeting, the Council endorsed the draft Amendment for advertising purposes. A copy of the Council resolution to amend the Scheme and the text of the draft Amendment are included as part of these Amendment documents. The proposal is to amend the Scheme for the purpose of aligning the Building Height Limits map with the cadastral lot boundaries at lots 501 and 502 River Way, Salter Point.

BACKGROUND TO AMENDMENT NO. 52

TPS6 contains maps depicting building height limits for all precincts. The subject site falls within Precinct 13 – Salter Point, with a mixture of 3.5m and 7.0m height limits permitted, as shown on Figure 1.



Figure 1: Extract of TPS6 Building Height Limits map

The building height limits on the subject site were designated based on cadastral lot boundaries at the time. Since the TPS6 building height limit maps were gazetted the subdivision of the original lots has occurred, resulting in the creation of Lots 501 to 505. There is no provision within the Scheme to alter the height limits as a result of cadastral changes. As a result, a standard amendment to the Scheme is required to modify the height limits to reflect the modified lot boundaries.

The creation of the subject lots means that the building height limit maps no longer reflect cadastral boundaries. This makes it difficult to design dwellings on the site that address the current height limits imposed by the Scheme while maximising the occupants' use and enjoyment of the lots.

The height limits as currently applied across the newly created lots are as follows:

- Lot 501: Mainly 7m, with southern portion limited to 3.5m
- Lot 502: Mainly 7m, with south-western portion limited to 3.5m
- Lot 503: 3.5m
- Lot 504: 3.5m
- Lot 505: 3.5m

The extent of the existing height limits across the site is shown on Figure 2.

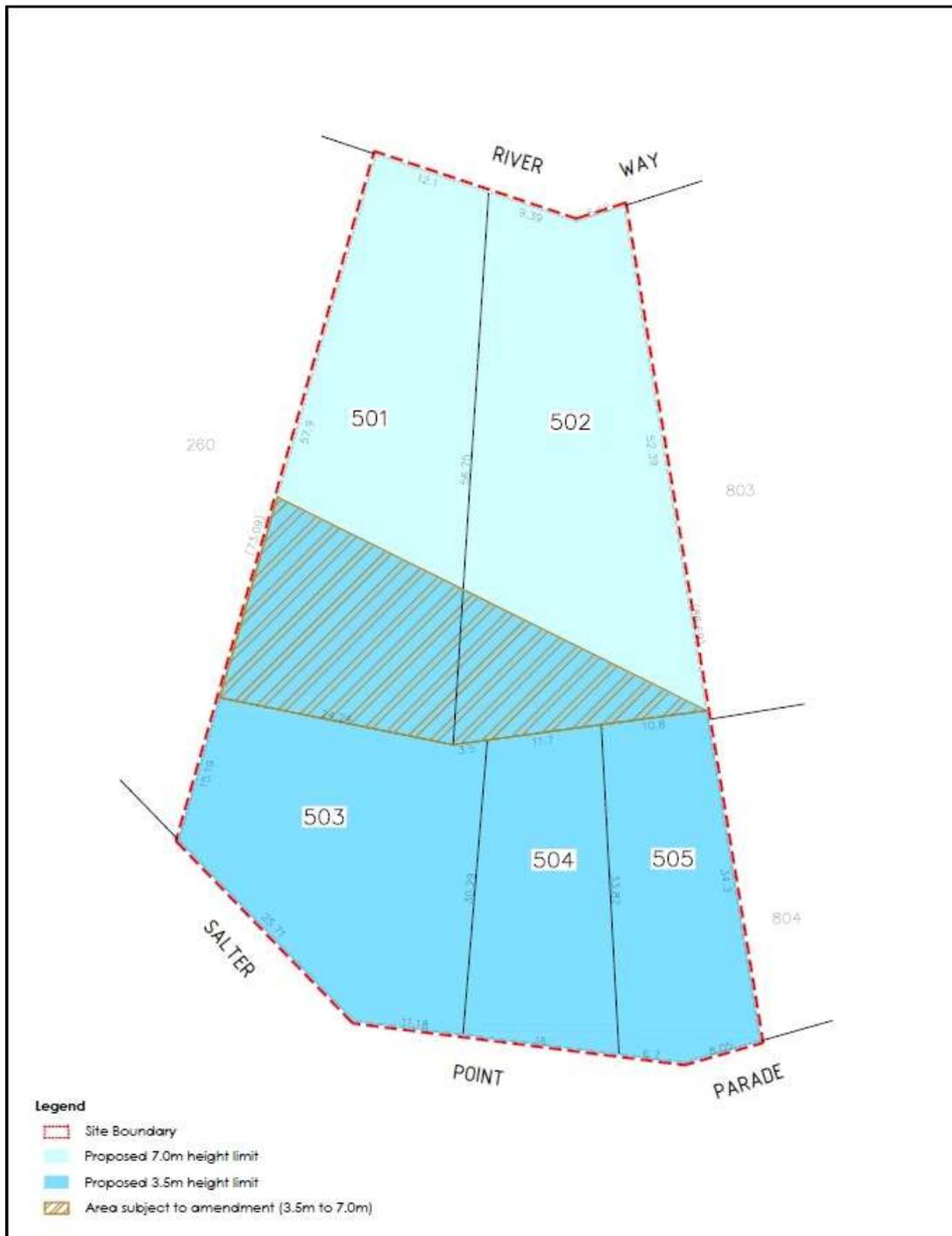


Figure 2: Existing Building Height Limits map

Subject site

The subject site comprises 5 lots that have been created as part of a previously approved subdivision and includes Lots 501 (72) and 502 (74) River Way and Lots 503 (1A), 504 (1B) and 505 (1C) Salter Point Parade, Salter Point as shown on Figure 3. The properties are currently vacant, as shown on Figure 4.

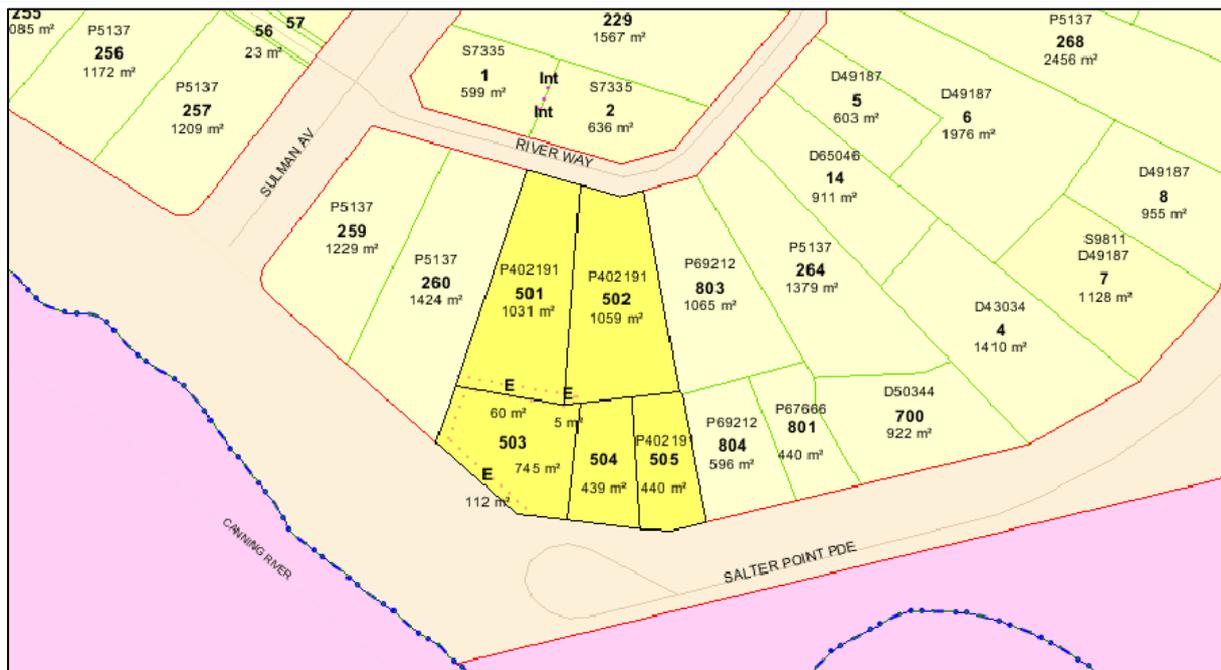


Figure 3: Landgate cadastral map of the subdivided lots

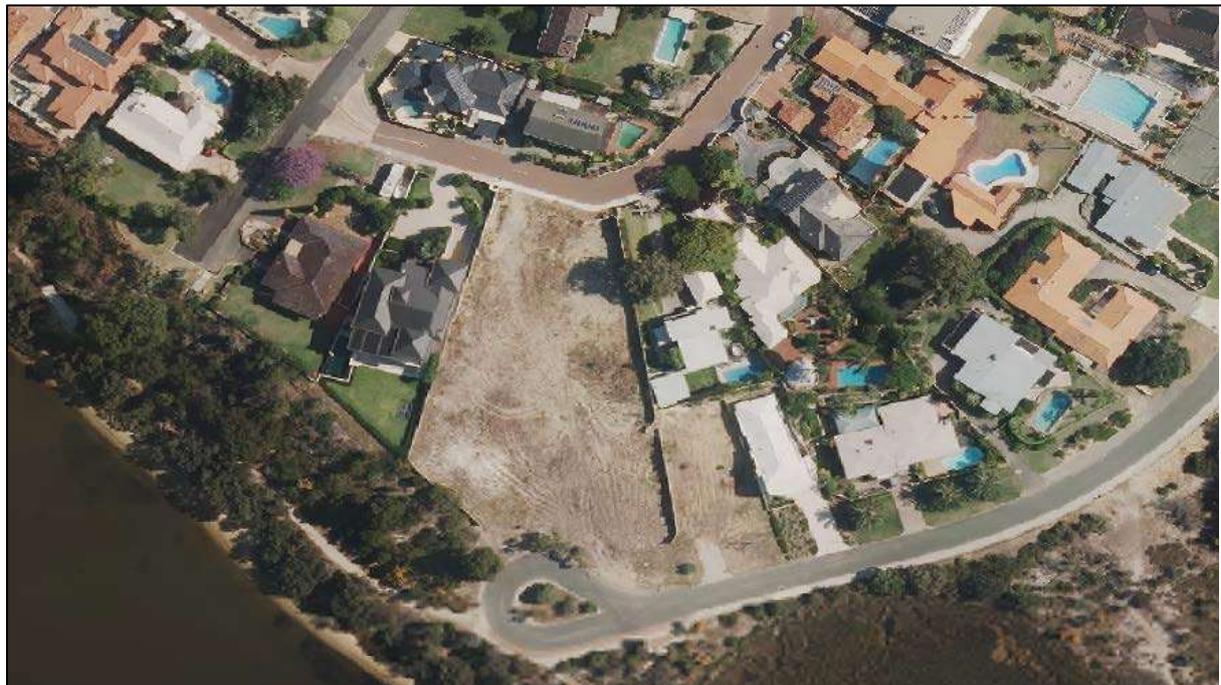


Figure 4: Landgate aerial photo of the subdivided lots

AMENDMENT NO. 52 PROPOSALS

This draft standard amendment to TPS6 is to realign the building heights limits within Precinct 13 with the current lot boundaries. Specifically, it is proposed that the height limit map for Precinct 13 be modified as follows:

- Lot 501: Extend the 7m height limit to cover the entire lot and remove reference to 3.5m
- Lot 502: Extend the 7m height limit to cover the entire lot and remove reference to 3.5m
- Lot 503: no change
- Lot 504: no change
- Lot 505: no change.

The proposed modification is outlined on Figure 5.

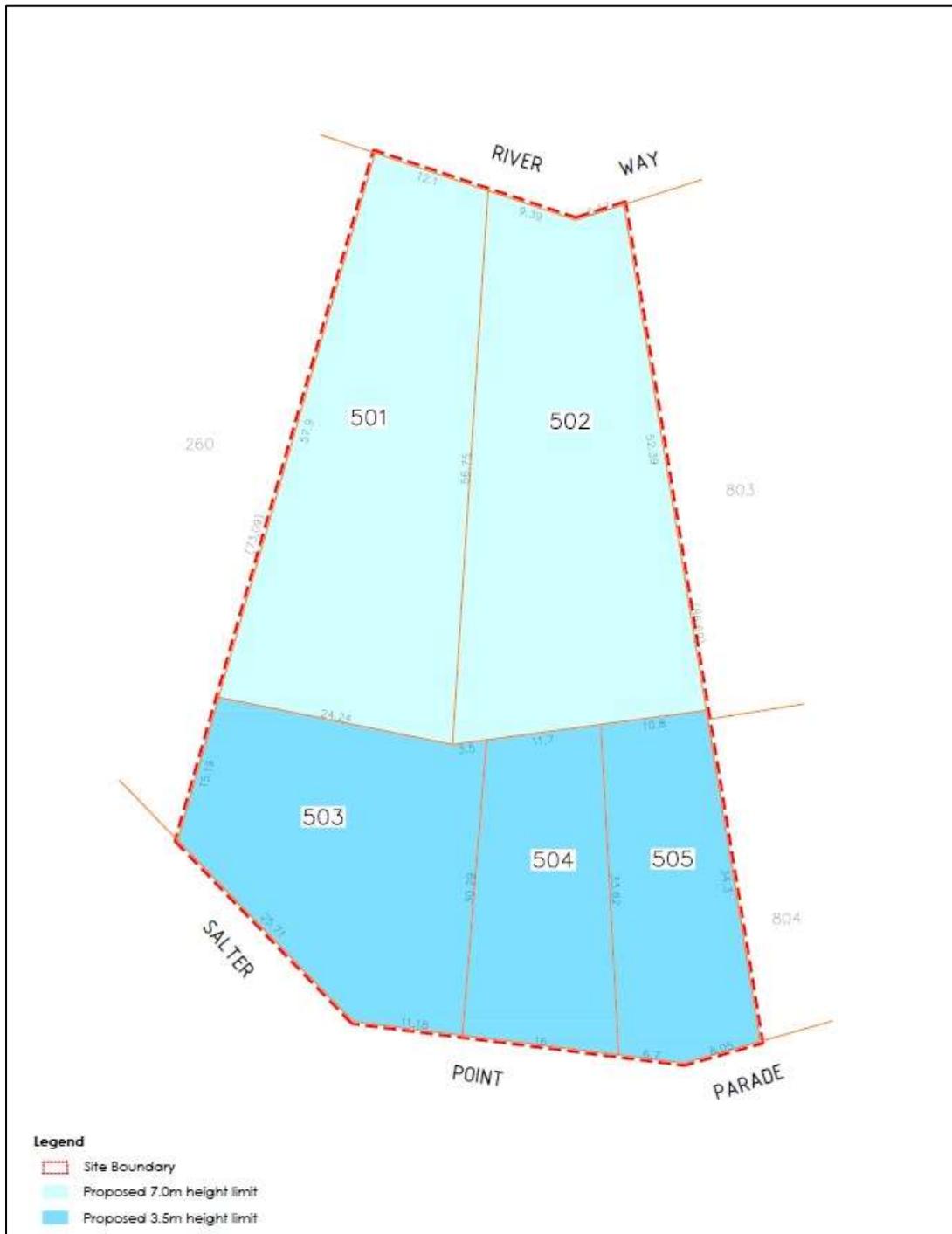


Figure 5: Proposed building height limits map

In total an area of approximately 618m² will be incorporated into the 7.0m height limit area across Lots 501 and 502. The lots facing Salter Point Parade will maintain the existing 3.5 metre height limit.

It is expected that the original intent of the building height limit boundary was to follow the boundary between the properties fronting River Way and those that are fronting Salter Point Parade. This amendment seeks to ensure this intent is continued and reflects the original intent of the Scheme.

Furthermore, it is likely that any future dwellings would be constructed towards the southern end of Lots 501 and 502, where the lots are substantially wider and views across the river can be captured. With the current height limits dissecting the lots it would be difficult to design a dwelling that effectively maximises the development potential of the site and the views afforded these lots.

The amendment will also ensure that there is consistency between Lots 501 and 502 in regards to height restriction.

Finally, it will be difficult to comply with TPS6 Clause 6.1A (9) Building height restrictions in Precinct 13 'Salter Point', if a portion of the dwelling is required to be within a 3.5m height limit whilst the remainder is within a 7.0m limit. Ultimately, it is believed that the proposed Scheme amendment would ensure better orderly planning and design for the site.

CONCLUSION

Having regard to all of the matters discussed above, the proposed Amendment No. 52 is consistent with the orderly and proper planning of the City. It retains the original intent of the Scheme, by updating the building height limits on the subject site to reflect cadastral boundaries.

Amendment No. 52 will have little or no impact beyond the subject site as it follows the intent of the height limits with those lots fronting River Way having the potential for 7m height and those fronting Salter Point Parade with a 3.5m height limit enabling better views of the river for all the lots.

The Council now requests that the Western Australian Planning Commission and the Minister for Planning favourably consider the proposals contained in Amendment No. 52.

Report prepared by:

Mark Carolane, Senior Strategic Projects Planner



AMENDING DOCUMENTS

Endorsed by Council for community advertising

Council Meeting : 24 May 2016

PLANNING AND DEVELOPMENT ACT 2005



Town Planning Scheme No. 6 Amendment No. 52

The Council of the City of South Perth under the powers conferred upon it by the *Planning and Development Act 2005*, hereby amends the above local planning scheme as follows:

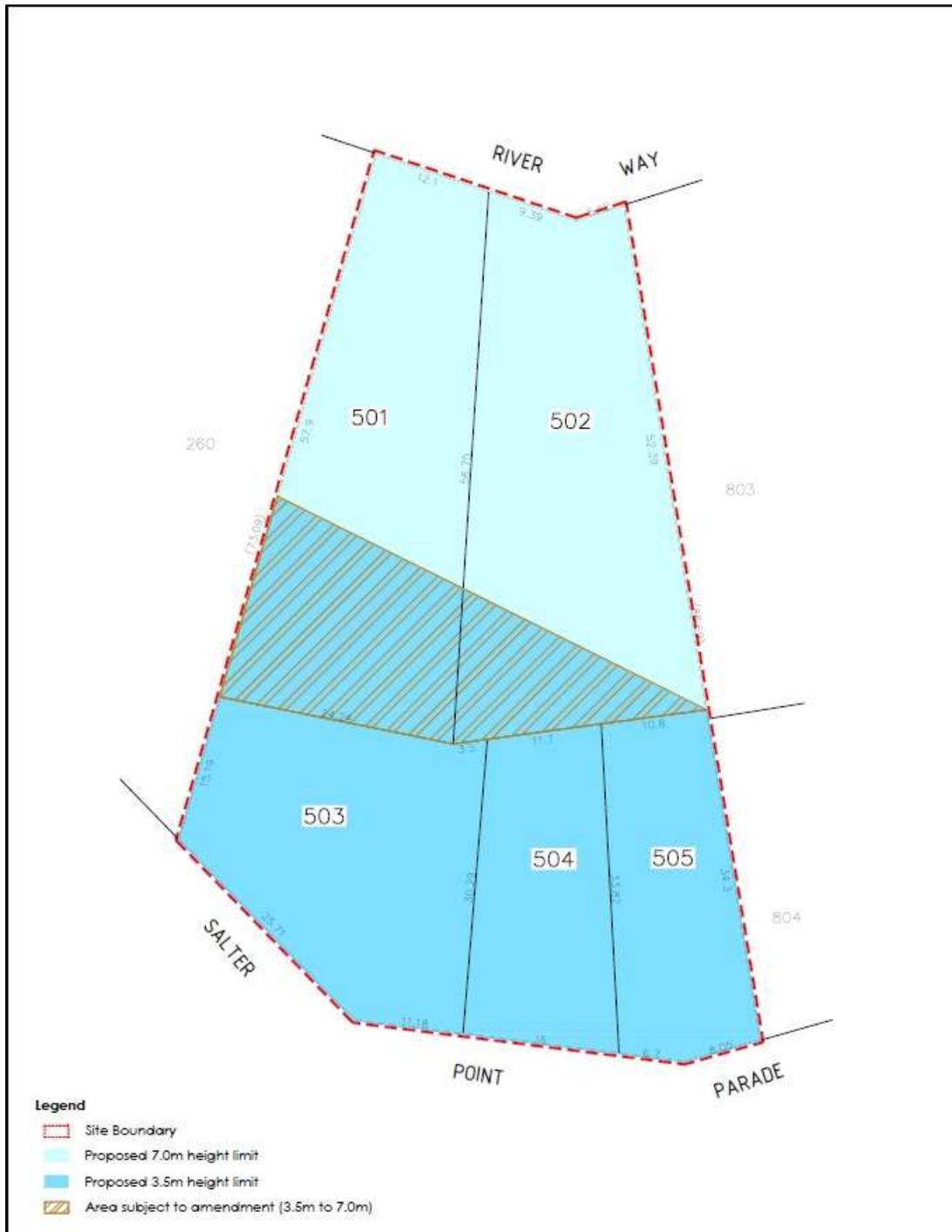
1. Scheme map, Precinct 13 – Salter Point Building Height Limits is amended as follows:



Town Planning Scheme No. 6 Amendment No. 52

Existing building height limits map

Building Height Limits Precinct 13 – Salter Point

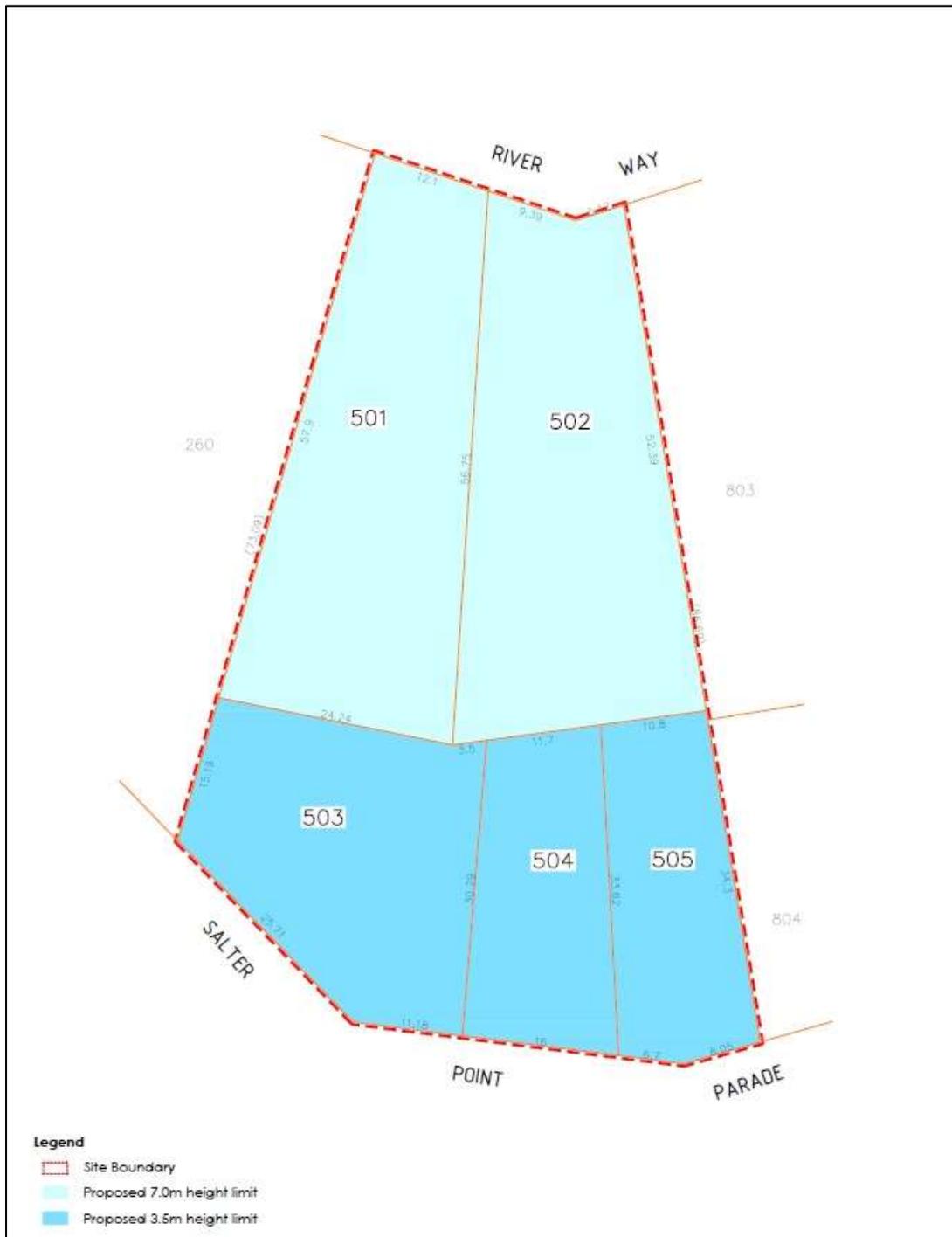




Town Planning Scheme No. 6 Amendment No. 52

Proposed building height limits map

Building Height Limits Precinct 13 – Salter Point



Adoption

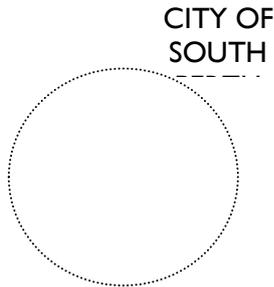
ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Council Meeting held on 2016.

SUE DOHERTY
MAYOR

GEOFF GLASS
CHIEF EXECUTIVE OFFICER

Final Approval

ADOPTED by resolution of the Council of the City of South Perth at the Ordinary Meeting of the Council held on 2016 and the Seal of the City was hereunto affixed by the authority of a resolution of the Council in the presence of:



SUE DOHERTY
MAYOR

GEOFF GLASS
CHIEF EXECUTIVE OFFICER

RECOMMENDED / SUBMITTED FOR FINAL APPROVAL:

Delegated under S.16 of the PD Act 2005

Dated _____

FINAL APPROVAL GRANTED

DONNA FARAGHER
MINISTER FOR PLANNING

Dated _____

Item 10.3.3

AMENDMENT 52 TO TOWN PLANNING SCHEME NO. 6 - BUILDING HEIGHT LIMITS OF LOTS 501 AND
502 RIVER WAY, SALTER POINT

Attachment (a)

Amendment 52 Report for COUNCIL MEETING

12 May 2016



Parking Strategy

Final

Luxmoore Parking and Safety
a division of **ARRB Group Ltd**

ABN 68 004 620 651

www.luxmooreparking.com.au

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P: +61 7 3260 3500 F: +61 7 3862 4699 arrb.qld@arrb.com.au	P: +61 8 8235 3300 F: +61 8 8223 7406 arrb.sa@arrb.com.au	

Document register

	Date
Draft 1 Prepared by: Larry Schneider and Alix Oakes	August 2015
Reviewed by Paul Edwards and Dene Lawrence	September 2015
Draft 2 Amended by Larry Schneider, Maryely Rueda and Alix Oakes	October 2015
Reviewed by Paul Edwards	November 2015
Amended by Larry Schneider, Maryely Rueda and Alix Oakes	November 2015
Draft 3 by Larry Schneider	December 2015
Final Report by Larry Schneider and David Dwyer	May 2016

Although the Report is believed to be correct at the time of publication, Luxmoore Parking and Safety and ARRB Group Ltd, to the extent lawful, excludes all liability for loss (whether arising under contract, tort, statute or otherwise) arising from the contents of the Report or from its use. Where such liability cannot be excluded, it is reduced to the full extent lawful. Without limiting the foregoing, people should apply their own skill and judgement when using the information contained in the Report. © ARRB Group Ltd 2015
FE-722-5-0-2-B

Glossary of Terms

ATV	Average ticket value
Car pooling	An arrangement where more than one person shares a vehicle, usually for commuting
Churn	Describes how many cars use a bay in a day
DCP	Development Control Plan
FTE	Full-time equivalent in relation to measurement of employee numbers
GFA	Gross floor area
LGA	Local Government Area
LATM	Local Area Traffic Management – the use of physical devices, street-scaping treatments and other measures (including regulations and other non-physical measures) to influence vehicle operation, in order to create safe and more liveable local streets
Long-term parking	More than four hours
Off-street parking	Public and private parking that is not on-street
On-street parking	Kerbside public parking bays which may or may not be linemarked. Includes parallel, angle and 90° parking
pcm	Per calendar month
PCA	Parking control area
PCS	Parking control systems – ticket machines, pay by space, or virtual phone-based systems
PGS	Parking guidance systems – in-ground sensors, wayfinding, space indicator signs
PPS	Parking payment systems – cash and credit card
QR code	Quick response code – web links can be embedded in a QR code, which can be printed on a document or displayed on the screen of a smartphone.
Reciprocal parking	Parking facilities serving separate uses or a mixed-use development, but not shared concurrently between the users and not necessarily on one site
RMS	Roads and Maritime Services previously known as Roads and Traffic Authority (RTA)
Shared parking	Parking facilities on one site shared concurrently by a mixed-use development or separate developments
Short-term parking	Less than four hours
SWOT	Strengths, weaknesses, opportunities and threats
TDM	Travel Demand Management, also called transportation demand management or mobility management. The application of techniques and programs to achieve more efficient use of transport resources
TPS	Town Planning Scheme

Summary

1. Background

Luxmoore was commissioned by the City of South Perth to undertake a Citywide Parking Strategy. The key objectives of the strategy are to:

1. provide a strategic citywide parking framework for the short, medium and longer terms
2. identify a comprehensive action plan (including priorities and order of costs) to assist in the future preparation of Parking Control Areas (PCA) plans.

The investigations included a review of background documents, a SWOT analysis, stakeholder meetings, workshops and surveys, and an assessment of future demand.

The City is now progressing with the practical application of Stage 2 to different PCA's through the development of management plans for the different PCA's.

2. Stakeholder consultation

An important element of the investigation for this report was engagement with stakeholders to identify issues and potential options which would assist the City in achieving its planning objectives. Stakeholder engagement was conducted using the following methods:

- two parking workshops (one for local businesses and one for local residents)
- a parking strategy survey
- online forum discussions
- an interactive map for posting comments and suggestions relating to specific locations.

In regard to parking, a range of issues were raised at the meetings and in discussions on the 'Have Your Say' website from members of the public. Road safety in regard to on street parking was the overriding concern for the South Perth community, and this concern was expressed for residential areas, around schools and the university and along main arterials.

The remaining issues can generally be categorised in terms of supply or management. Supply issues include too few bays being available and the expectation that a public or private organisation must provide more bays. Management issues relate to available facilities not being used effectively. More effective management of existing parking is seen as more important than increases in parking supply.

3. Key findings

Based on stakeholder feedback, site visits and discussions with staff, key findings are listed below:

- Plentiful parking is available within a reasonable walking distance (250 m) of several key destinations.
- Surveys of parking demand patterns in the Mends Street, Angelo Street and Preston Street PCA's indicate an average demand at less than 81% of bays.

- There is an under-utilisation of pay parking in several locations, e.g. in Richardson Reserve.
- More effective use can be made of all public parking facilities such as George Burnett Leisure Centre and the Jetski car park.
- Simplification of time restrictions and fees will result in greater compliance and increased churn of bays.
- Parking restrictions and fees are confusing for a driver to understand and difficult for rangers to enforce.
- More effective enforcement technology and resources will assist in the management of parking.
- There are inadequate ranger resources and technology to adequately monitor compliance for public and private parking facilities especially at schools.
- Schools should provide their own traffic and parking management resources.
- Residents are sometimes inconvenienced by commuters parking in their streets.
- A permit scheme could improve convenience for residents.
- The parking supply from some developments should be unbundled to allow more effective use of the bays.
- TravelSmart plans should be applied for new and existing developments.
- Surplus parking income and cash-in-lieu could be used to fund improved access.
- The student-only Curtin Area Bus Service (CABS) should be shared by public commuters.
- A free local bus service could be funded by the City to increase non private vehicle patronage to local commercial areas such as the zoo where up to 70% of visitors arrive by private car.

4. Major Recommendations

Section and name		Recommendation	Page ref
4.1	Support and encourage different forms of sustainable transport The City needs to prioritise access for pedestrians, cyclists, public transport users and people with disabilities, and make the most of public transport infrastructure, balanced with the needs of the City road network, including the need to minimise congestion. The existing public realm in the City for pedestrians, cyclists and public transport user needs to be significantly improved given the current dominance of vehicular traffic.	Change the City's approach from the current predict and provide to a demand management approach whereby parking facilities are used more effectively and parking is proactively managed to align with the agreed strategy It is recommended that the City adopt five parking principles which are to underlie future strategies relating to travel behaviour: a) Focus on people access not vehicle access	17

Section and name	Recommendation	Page ref
<p>The provision of convenient public transport is fundamental element of changing mode-share. Unfortunately the City has little influence over the State Government's program for Public Transport to and serving the City. If public transport lags development, there will continue to be a high mode share for the use of private vehicles.</p> <p>It is important to acknowledge that a Parking Strategy is only one part of an Integrated Transport Strategy which should also incorporate a road safety strategy, a green travel plan, a pedestrian strategy, a bicycle strategy, a local area traffic management plans and a specific parking management plans.</p> <p>Some of these are already in place in the City (e.g. the 2011-16 Bike Plan, the TravelSmart RoadWise Local Action Plan (2006)). There are other documents which provide information on alternative transport modes and parking. A new Integrated Transport Strategy is planned for the City for 2016 which should bring all the above topics together into an updated, cohesive policy and therefore achieve the sustainable parking principles outlined above.</p> <p>There is increasing recognition that sustainable cities require a balanced multi-modal transport system, and the parking system should support the transport system. In particular, parking supply, utilisation, location and price are primary factors relating to travel behaviour mode choice.</p> <p>It is recommended that the City adopt five parking principles which are to underlie future strategies relating to travel behaviour:</p> <p>a) Focus on people access not vehicle access</p>	<p>b) Provide efficient and effective alternatives to car access</p> <p>c) Parking policy and strategy must support sustainable transport</p> <p>d) The appropriate amount of parking for the centre will be well below the unconstrained demand for parking</p> <p>e) The provision of parking requires a demand management, not a demand satisfaction approach</p>	

	Section and name	Recommendation	Page ref
	<p>This requires the development of innovative access programs targeted at a more active community.</p> <p>b) Provide efficient and effective alternatives to car access</p> <p>This requires the promotion of accessibility such as a park and ride facility or the availability of low fare or free buses, rather than the promotion of parking. The provision of high quality reliable public transport is a fundamental prerequisite for parking policies which seek to maintain supply within acceptable limits, reduce congestion and encourage alternative modes of transport.</p> <p>c) Parking policy and strategy must support sustainable transport</p> <p>The integration of commuter parking with public transport is a major opportunity to reduce the dependency on cars coming into a centre. Additionally, there is a need for better bicycle paths and quality end-of-trip bicycle facilities, as well as improved bus shelters with real-time information.</p> <p>d) The appropriate amount of parking for the centre will be well below the unconstrained demand for parking</p> <p>The available parking supply should be adequate, not excessive. It need not cater to occasional peak demand, or ensure that every driver will always be able to find a bay.</p>		

	Section and name	Recommendation	Page ref
	<p>Rather, it seeks to eliminate over-supply and unused capacity. Consolidated parking is a means of making better use of available supply. Sharing parking between multiple land uses and/ or businesses does not require each of them to provide their own parking. This ensures an adequate rather than excessive supply of parking and is particularly appropriate to the provision of overall parking in the commercial precincts.</p> <p>e) The provision of parking requires a demand management, not a demand satisfaction approach</p> <p>Controlling parking demand is the counterbalance to the management of parking supply, but it is far easier, more flexible and less expensive to make better use of existing parking capacity than to create additional parking. Parking management strategies recognise different hierarchies of users. Fees can be used to control demand and to encourage alternative modes. Additionally, improvements to transport and access infrastructure can be funded from additional income derived from parking.</p> <p>The future strategy for South Perth should therefore contain recommendations not only to curtail the supply of parking, but also to manage parking so as to constrain demand.</p>		

	Section and name	Recommendation	Page ref
	<p>Based on stakeholder feedback it is important that some of the net surplus generated from parking and enforcement is transparently reinvested into improved transport access, which may include upgrading parking facilities, the provision of better pedestrian and cycling access or public transport options.</p> <p>If the City intends to move towards a more sustainable, multi-modal transport system, there needs to be a commitment by all stakeholders to implementing such a policy to support these principles.</p> <p>Change the approach to parking The future strategy for South Perth should therefore contain recommendations not only to curtail the supply of parking, but also to manage parking so as to constrain demand.</p> <p>Based on stakeholder feedback it is important that some of the net surplus generated from parking and enforcement is transparently reinvested into improved transport access, which may include upgrading parking facilities, the provision of better pedestrian and cycling access or public transport options.</p> <p>If the City intends to move towards a more sustainable, multi-modal transport system, there needs to be a commitment by all stakeholders to implementing such a policy to support these principles.</p> <p>Change the approach to parking.</p>		
4.3.2	Proposed hierarchy for the commercial centres	A parking user hierarchy is to be implemented for different PCA's to support growth and intensification goals	20

Section and name		Recommendation	Page ref																																																
		<table border="1"> <thead> <tr> <th rowspan="2">Priority</th> <th colspan="2">Commercial centre</th> <th colspan="2">Outside commercial centre</th> </tr> <tr> <th>On-street</th> <th>Off-street</th> <th>On-street</th> <th>Off-street</th> </tr> </thead> <tbody> <tr> <td rowspan="5">Essential </td> <td>Loading</td> <td>Disability permit holders</td> <td>Public transport</td> <td>Long-stay/commuter</td> </tr> <tr> <td>Public transport</td> <td>Short to medium-stay</td> <td>Residents</td> <td>Short to medium-stay</td> </tr> <tr> <td>Drop-off/pick-up</td> <td>Drop-off/pick-up</td> <td>Short to medium-stay</td> <td>Drop-off/pick-up</td> </tr> <tr> <td>Short to medium-stay</td> <td>Loading</td> <td>Disability permit holders</td> <td>Park and Ride</td> </tr> <tr> <td></td> <td>Motorcycle/scooter</td> <td>Loading</td> <td>Residents</td> </tr> <tr> <td rowspan="2">Least important</td> <td>Motorcycle/scooter & cyclists</td> <td>Long-stay/commuter & residents</td> <td>Long-stay/commuter</td> <td>Motorcycle/scooter</td> </tr> <tr> <td>Disability permit holders</td> <td>Cyclists</td> <td>Drop-off/pick-up & motorcycle/scooter & cyclists</td> <td>Disability permit holders & loading & cyclists</td> </tr> <tr> <td rowspan="2">Not allowed in this zone</td> <td>Long-stay/commuter & park and ride</td> <td>Park and ride</td> <td>Park and ride</td> <td>Public transport</td> </tr> <tr> <td></td> <td>Residents</td> <td>Public transport</td> <td></td> </tr> </tbody> </table>	Priority	Commercial centre		Outside commercial centre		On-street	Off-street	On-street	Off-street	Essential 	Loading	Disability permit holders	Public transport	Long-stay/commuter	Public transport	Short to medium-stay	Residents	Short to medium-stay	Drop-off/pick-up	Drop-off/pick-up	Short to medium-stay	Drop-off/pick-up	Short to medium-stay	Loading	Disability permit holders	Park and Ride		Motorcycle/scooter	Loading	Residents	Least important	Motorcycle/scooter & cyclists	Long-stay/commuter & residents	Long-stay/commuter	Motorcycle/scooter	Disability permit holders	Cyclists	Drop-off/pick-up & motorcycle/scooter & cyclists	Disability permit holders & loading & cyclists	Not allowed in this zone	Long-stay/commuter & park and ride	Park and ride	Park and ride	Public transport		Residents	Public transport		
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		Residents	Public transport																																																
4.6	Parking Surveys	Parking occupancy in high demand areas should be surveyed regularly in the same format and at the same time each year to measure actual usage and to compare changing patterns of usage from year to year in different commercial centres	22																																																
	Parking Advisory Group	It is recommended that the City appoint an administrative Parking Working Group chaired by the Parking Manager, which is responsible for bringing forward issues that cross boundaries between the traditional administrative units.	21																																																
4.7	Introduce parking controls and eventually pay parking	All new parking controls or charges need to be constantly reviewed by the City and amended as necessary depending on the result of regular parking surveys	23																																																
		The City should evaluate the introduction of parking controls and eventually pay parking particularly in areas adjacent to major trip generators. These controls should be used to encourage the use of alternative modes, but should also be set at a level which does not detract from the vitality of the city precincts	23																																																
4.8	Implement a consistent level of wayfinding, signage and parking restrictions	Public parking information should be applied and published uniformly across the entire City equally to council and privately owned public car parking areas	23																																																
4.9	Review existing parking enforcement	The City to increase the effective allocation of parking enforcement resources in combination with improved technologies for monitoring compliance such as in-ground sensors, licence plate recognition cameras and parking meters. Schools should self-manage their peak-time parking demand through tools such as TravelSmart for Schools	25																																																
4.10	Implement the requirements for a Parking Control and Management Plan (PCMP) for all new commercial or mixed used developments requiring more than 10 parking bays	The City implements a Parking Control and Management Plan to be provided with a development application for any project exceeding more than five bays	26																																																
4.13	Build parking facilities – deck car park feasibility	The City to develop a plan to identify and prioritise potential sites for the construction of parking decks to serve the commercial centres	27																																																
7.4	Private parking areas	The City gradually expands pay parking areas based on regular and comparative surveys of	41																																																

Section and name		Recommendation	Page ref
		usage. Pay parking fees are to be structured to favour short-term users and encourage a high churn of spaces.	
		The City increases the provision and enforcement of pay parking in privately owned public car parks and expands its enforcement resources and associated technology as appropriate to provide this service.	41
7.6	Parking intervention trigger	The City should apply various parking restrictions in areas of high demand to achieve a target peak occupancy rate (the average of the four highest hours in a day) of 85% for on-street parking. This means that the parking resource is well used but people can still easily find a space, thus reducing customer frustration. In other words, one parking space in every seven should be vacant. When peak parking occupancy is regularly above 85%, the City will recommend a change to the parking management approach. This is a recognised international approach to the best practice management of on-street parking.	44
7.7.1	On-street demand-responsive pricing	<p>Introduce priced parking with no time limits in areas with high parking demand and a low availability of spaces. Prices for on-street parking will be set according to the following general principles:</p> <ul style="list-style-type: none"> • Prices for on-street parking will be set at levels that ensure people can find a car park most of the time within a short walking distance of their destination. • In general, if the data for demand for parking in an area is found to decrease, then prices should also decrease and vice versa. • On-street parking in commercial centres will be prioritised to support customers and other short-term visitors ahead of long-stay commuters and residents. Prices are more effective than time-limits at prioritising users in this way. • The way parking prices are set in different parts of the City should be transparent and based on up-to-date empirical evidence of parking demand patterns in that area and observed trends in these patterns over time. 	46
7.7.3	Occupancy surveys	Parking demand should be reviewed every one to three years depending on how variable the demand is in each particular price area	47
7.7.4	Price adjustment	Prices should be adjusted either up or down in response to the occupancy surveys undertaken. In each case the goal is to maintain an average of 85% occupancy, as much as practicable	47

Section and name		Recommendation	Page ref
7.7.5	Times of operation	Standard hours of parking restrictions should be 8 am to 6 pm Monday to Sunday. However, some PCA's in the City experience high parking demand in the evenings, and where this occurs, the City should implement expanded paid parking hours where necessary to manage demand in accordance with the general principles (section 7.7.1).	48
7.9.2	<p>Summary of best practice in permit parking schemes</p> <p>Very few permit parking schemes are identical. Best practice can be achieved by collating the key findings and procedures implemented at other councils in Australia.</p> <ul style="list-style-type: none"> • Permit information documents provide accessible and easy to understand information to residents and other interested permit applicants. The most accessible documents have a user-friendly layout and are available in PDF format for download on the Council's website. • Some Councils include permit terms and conditions in their permit application forms. This is an important inclusion as the information relevant to the allocation, use and management of permits is readily accessible to the applicant, who may otherwise be unaware of the information • The holder of the permit is never guaranteed a parking space and this is to be emphasised in all permit documents. • A fee is usually charged for permits to recoup the costs of administering, operating and monitoring the permit 	Residential parking zones should have a time limit across the zone to prioritise short-term parking and deter commuter parking. Residents should be able to purchase parking permits to allow an exemption to the time restriction	50

	Section and name	Recommendation	Page ref
	<p>system and maintaining the signage and to discourage unnecessary applications.</p> <ul style="list-style-type: none"> • A maximum of two RPP are usually issued to the occupier of a residential property and the number of permits issued is reduced by one permit per off-street parking space. It is not clear whether a permit concession is granted if an off-street space has been converted to another use such as a shed or additional accommodation. • Permits are not issued for occupants of high rise buildings, new multi-unit developments or for dwellings located in the town centre. • RPP include the vehicle registration number. This assists with monitoring compliance. • Permits are assigned to streets or specific PCA's via a coding system to protect the residents privacy • Strict penalties apply for the misuse of permits including fines or the permit being revoked. Anecdotally the risk of cancellation/revocation of the permit is the most effective sanction to ensure compliance. • Administration costs are significantly reduced where application of permits is on-line. • Labour costs are reduced with technology which provides immediate wireless 		

Section and name		Recommendation	Page ref
	<p>verification of a valid RPP, the vehicle registration it is linked to and the location where it is parked.</p> <ul style="list-style-type: none"> Increasingly more ticket machines are installed in permit areas providing residents with exemptions, but generating income from the shared use of on-street bays during business hours. Residential permit systems and quantities vary, but they generally always require payment. <p>Residential parking zones</p>		
7.9.5	New developments	To protect the sustainability of residential parking schemes, new developments within residential parking zones should not be eligible for parking permits	53
7.9.6	Technology and enforcement	The City should make use of new technology to ensure that residential parking zones remain an effective solution for managing parking demand and reducing the impact on residents	53
8.6	Cash-in-lieu - Use of funds	<p>A cash-in-lieu fee for all projects should be charged, but with a regular adjustment to the fee. The fee is to be based on a formula which takes into account the land value for each commercial centre set by the City every 2 years and the cost of construction.</p> <p>Criteria</p> <p>Property owners/developers may apply to make payments to a parking cash-in-lieu fund as an alternative to providing a proportion of required on-site parking in cases where:</p> <ul style="list-style-type: none"> The City may consider it undesirable for efficiency, traffic operation, pedestrian amenity, traffic demand management, achievement of transport objectives or other reasons for the specified parking to be provided totally on-site, or The physical constraints of the site (including geophysical constraints, small block size, etc.) make on-site provision impracticable, or It is impractical, because of the need to construct basement parking lower than two levels, owing to the significant cost associated with deep basement parking spaces 	59

Section and name	Recommendation	Page ref
	<p>The fee may be discounted by the City to a maximum of 50%, subject to the development meeting any of the following criteria and no other reduction on parking supply having been permitted:</p> <ul style="list-style-type: none"> - The developer can show access to alternative options to accommodate the transport access requirements of those potential users of the development for whom on-site parking will not be provided - There exists adequate provision for car parking in the proximity of the proposed development - The development will contribute significantly to the streetscape and will encourage the upgrading of the locality - The City is satisfied that public transport facilities are available to satisfy the transport access demands of employees, residents and visitors to the development 	59

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1 Introduction

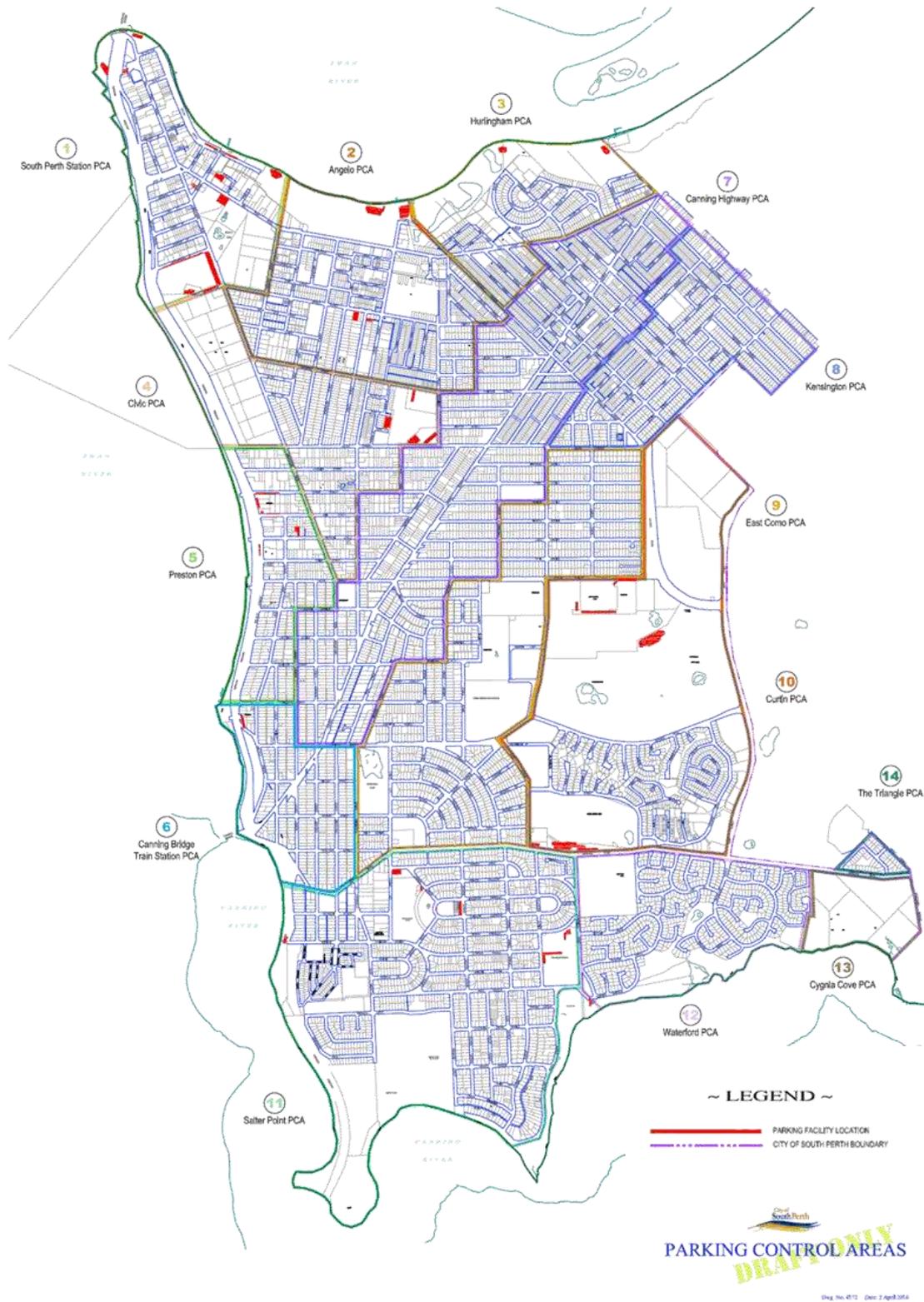
Luxmoore Parking and Safety (Luxmoore) was commissioned by the City of South Perth (the City) to undertake a Citywide Parking Strategy. The key objectives of the strategy are to:

1. provide a strategic citywide parking framework for the short (0-3 years), medium (4-7 years) and longer terms (+8 years)
2. assist in achieving Council's goals in relation to travel demand management and sustainable modes of transport
3. support the aims and objectives of other Council strategies and policies and aid in achieving the outcomes identified in various town planning documents
4. identify a comprehensive action plan (including priorities and order of costs) to assist in the future preparation of Parking Control Area (PCA) management plans.

The investigations included a review of background documents, a SWOT analysis, stakeholder meetings, workshops and surveys, and an assessment of future demand.

The City is now progressing with the practical application of Stage 2 to different PCA's through the development of management plans for the different PCA's. Figure 1-1 shows the 14 PCA identified by the City.

Figure 1-1 Parking Control Areas



2 Stakeholder consultation

2.1 Consultation methods

An important element of the investigation for this report was engagement with stakeholders to identify issues and potential options which would assist the City in achieving its planning objectives. Stakeholder engagement was conducted using the following methods:

- two parking workshops (one for local businesses and one for local residents)
- a parking strategy survey
- online forum discussions
- an interactive map for posting comments and suggestions relating to specific locations.

A summary of the forum presentation, survey questions and responses to the on-line survey are attached in Appendix A – Parking Strategy survey results.

2.2 Parking workshops

Stakeholders were invited to a public forum at Council's offices on 22 and 23 July 2015. It is intended that a further report-back session will be held to present the major findings and recommendations contained in this report.

The South Perth community identified many issues with parking in the area, as well as possible solutions to these issues and opportunities for parking. The following sub-sections provide greater detail on the feedback received.

2.2.1 Business workshop

Seven local businesses were represented at the workshop where a number of issues were raised. Potential solutions to the various parking issues raised are provided in the Table 2-1 below.

Table 2-1: Business workshop discussion

Topic	Potential solution	Supply or management?
Zoo parking	<ul style="list-style-type: none"> • Drop off zone • Provide parking fee rebates for zoo patrons • Provide better parking information for zoo patrons 	Both
Areas of commercial and high activity areas (Mends, Angelo and Preston Streets)	<ul style="list-style-type: none"> • Improved signage and information • Wayfinding technology • Timed parking • Permits for workers • More use of enforcement technology 	Management
Parking at Canning Bridge Station	<ul style="list-style-type: none"> • Bus links to/from underutilised parking 	Management
Schools	<ul style="list-style-type: none"> • Introduce 'kiss and ride' • Educate children about parking • Cash-in-lieu could be redirected to schools 	Both

2.2.2 Community workshop

Fourteen members of the local community attended the workshop. Potential solutions that arose from the discussion are listed in Table 2-2.

Table 2-2: Community workshop discussion

Topic	Potential solution	Supply or management?
Zoo parking	<ul style="list-style-type: none"> • Redevelop Western Power substation verge • Encourage zoo patrons to travel via public transport • Dedicated staff parking 	Both
Residential parking	<ul style="list-style-type: none"> • Introduce residents permits • Timed parking to discourage commuter parking • Minimum parking ratios for new developments • Verge parking • Improved signage and wayfinding • Extend the CAT service to South Perth • Introduce traffic calming in areas of parking congestion 	Both
Areas of commercial and high activity areas (Mends St, Angelo St, Preston St)	<ul style="list-style-type: none"> • Turn Mends St into a pedestrian mall/shared zone and encourage active transport • Rezone to high density to keep amenities within walking distance • 2 hour free parking for local residents • Stop cash-in-lieu and make developers provide full parking facilities • Increase supply • Increase road widths • Consider bringing back the tram 	Both
Parking at Canning Bridge Station	<ul style="list-style-type: none"> • Timed and/or paid parking • Provide bike storage and lock-up facility • Identify underutilised parking e.g. George Burnett Leisure Centre and provide bus links 	Management

2.3 Parking strategy survey

This section provides an overview of the responses from the Parking Strategy Survey. The survey form and resulting graphs showing more detail of these responses are provided in Appendix A – Parking Strategy survey results.

A total of 46 people responded to the survey¹. The majority of respondents were:

- residents
- over the age of 45
- male.

¹ Note: Responders were able to skip questions therefore not all responses will total 46

Three respondents were business owners and two were workers employed in the local area. Residential parking accounted for the most responses (31) with parking for shopping and leisure/ entertainment collecting 13 responses each.

The survey provided detail on the level of support by survey respondents for a number of different approaches to parking. Table 2-3 shows the overriding response (excluding 'not applicable' responses).

Table 2-3: Support for parking management strategies

Possible strategy	Level of support
Shorter parking times	Agree or strongly agree (41%)
Longer parking times	Disagree or strongly disagree (52%)
Paying for parking	Strongly disagree (50%)
Walking further to destinations	Disagree or strongly disagree (33%)
More enforcement of parking restrictions	Strongly agree (41%)
Improved information (e.g. signage/parking apps)	Agree or strongly agree (63%)

A number of comments were provided within the survey responses which relate to parking issues and suggest parking solutions.

The majority of issues concerned parking supply (usually a perceived lack of parking), and road safety (usually where parking resulted in dangerously congested streets and unsafe driving conditions). Other common issues reflected concerns about paying for parking, illegal parking and provision of bike parking.

The main suggestions for improvements were categorised as follows:

- residential parking permits
- improved signage (including line markings)
- an increase in parking supply
- improvements in traffic management to assist in traffic flow around areas of high parking demand.

By identifying the relevant trip attractor for each comment, it has been possible to target the main suggestions to the specific parking conditions, as illustrated in Figure 2-1. The trip attractors specific to South Perth have been identified as follows:

- commercial and high activity areas
- leisure activity and parkland areas
- main arterials
- residential
- schools
- train station
- universities.

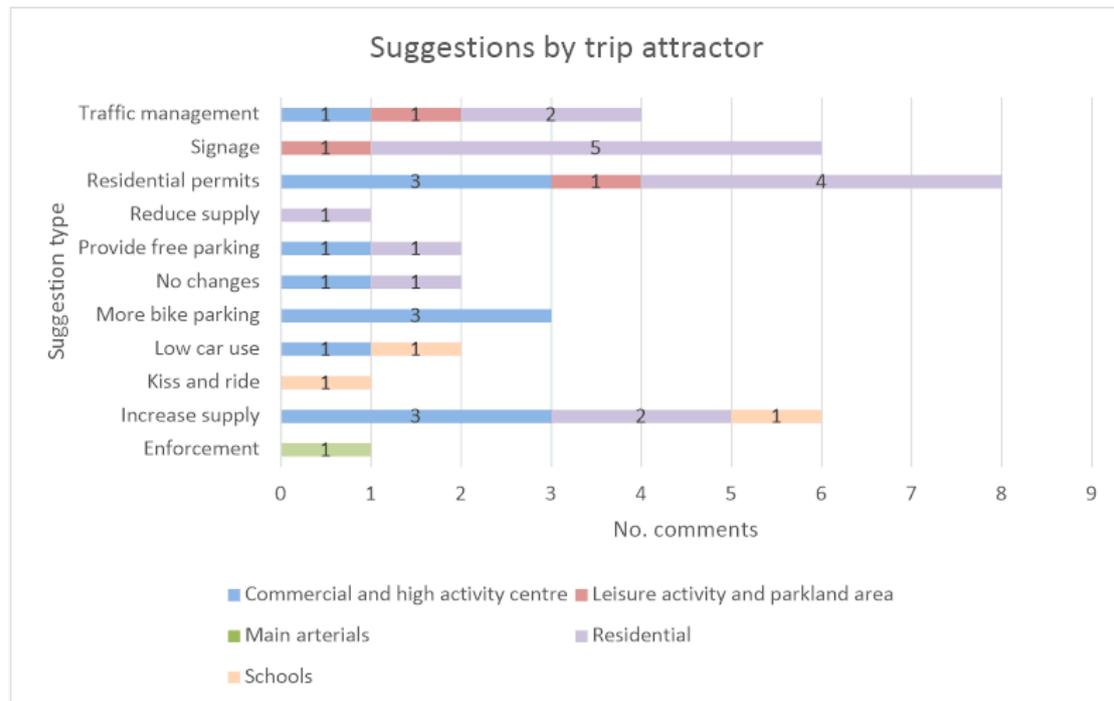


Figure 2-1: Suggestions by trip attractor

Residential permits were suggested by a large number of respondents, for several trip attractors. Residents were mainly concerned about getting parking in their own streets, although some also wished to obtain free parking throughout the City, particularly in areas of commercial and high activity due to their status as ratepayers. No comments relating to the train station or the university were made.

The requests for improved signage largely related to residential areas, particularly where residential streets were being used by commuters or city workers for long term parking.

Increases in supply were deemed necessary mostly in commercial/high activity areas although increases in parking for residents and schools were also mentioned by some.

Suggestions concerning traffic management were a feature for commercial, leisure and residential areas and this was mainly in relation to improving safe traffic flow in those areas.

2.4 Issues resulting from the 'Have Your Say' website

2.4.1 Forum topics

A total of 12 comments were received in response to the posted forum topics. Table 2-4 provides a summary of the responses to four questions that were posted by the CoSP on the 'Have Your Say' website.

Table 2-4: Forum topics and responses

Topic	Suggestions	Supply or management?
What do you think we can do to make movement simpler in the City of South Perth and help reduce congestion?	<ul style="list-style-type: none"> • Prioritise active transport • Improve streetscape • Rationalise parking spaces • Consider technology such as Smartparking.com.au • Actively manage parking in the peninsula area during and following redevelopment. 	Management
How can we cater for good movement, parking and transport opportunities and ensure there is adequate parking provision in the future?	<ul style="list-style-type: none"> • Provide residents with parking permits 	Management
What suggestions do you have to manage parking on South Perth streets? Is it a problem on some streets or everywhere?	<ul style="list-style-type: none"> • Introduce timed parking • Find alternatives to paid parking 	Management
Do you think we need to better manage and limit parking within residential areas, both on-street and off-street?	<ul style="list-style-type: none"> • Expand verge parking 	Supply

Overall, suggestions relate to the management of existing parking rather than providing more bays, and reflect comments found from the other consultation methods. The community recognises that the appearance of roads and the transport mix can have a beneficial effect on congestion and movement in a locality. In addition the community would like to see better enforcement of parking to discourage commuter parking in residential streets, and the provision of residential parking permits. Verge parking was suggested as a way of increasing supply.

2.4.2 Map feedback

A total of 126 suggestions and issues were posted using the online mapping tool. Comments have been allocated to individual trip attractors, and it is indicated whether they relate to:

- On-street parking
- Off-street parking
- both on and off street parking
- bike parking
- items not associated with parking.

Overall the main concerns related to on-street parking in residential areas, around schools and to a lesser extent in commercial and high activity areas. Off-street parking was mainly a concern for areas of leisure and parkland activity. Refer to Figure 2-2 for more detail.

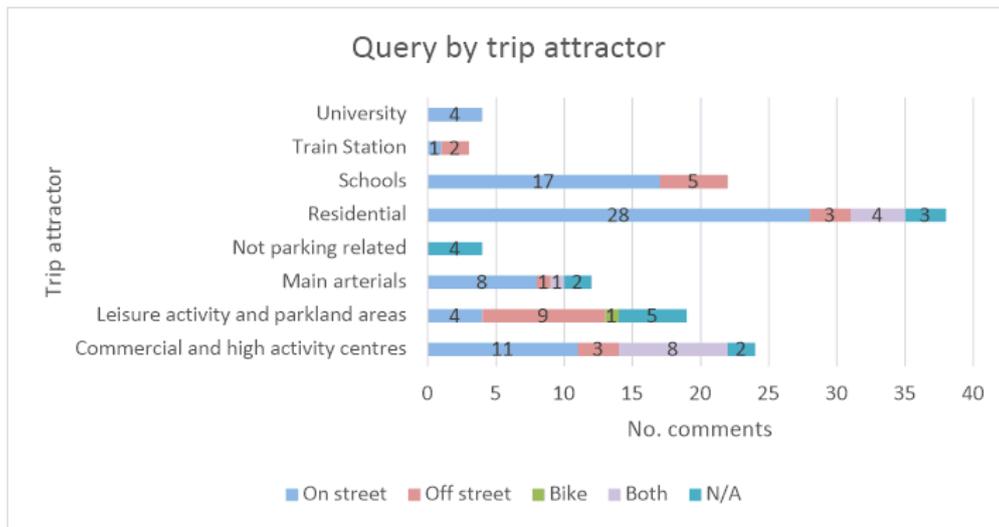


Figure 2-2: Map feedback by trip attractor

Where respondents described their parking issues and/or provided suggestions for improvements or solutions to parking issues, these have been categorised into common themes (Figure 2-3).

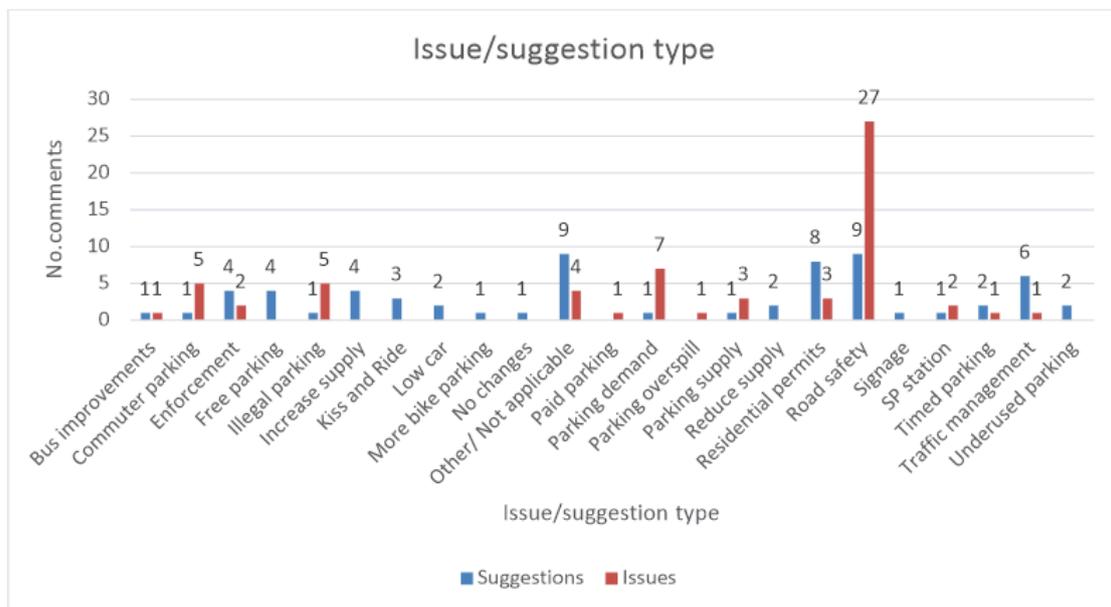


Figure 2-3: Map feedback – issue/suggestion type

It can be seen that the majority of comments related to issues with road safety. Nine respondents provided some suggested solutions for road safety issues which included better signage, roundabouts, changes to road layouts, traffic calming, or a review of current parking restrictions.

Other issues/suggestions related to residential permits, parking demand and traffic management. Many of these issues and solutions can be categorised as management solutions rather than calls for increased supply.

With regard to road safety, Figure 2-4 provides an outline of where these concerns were mainly felt.

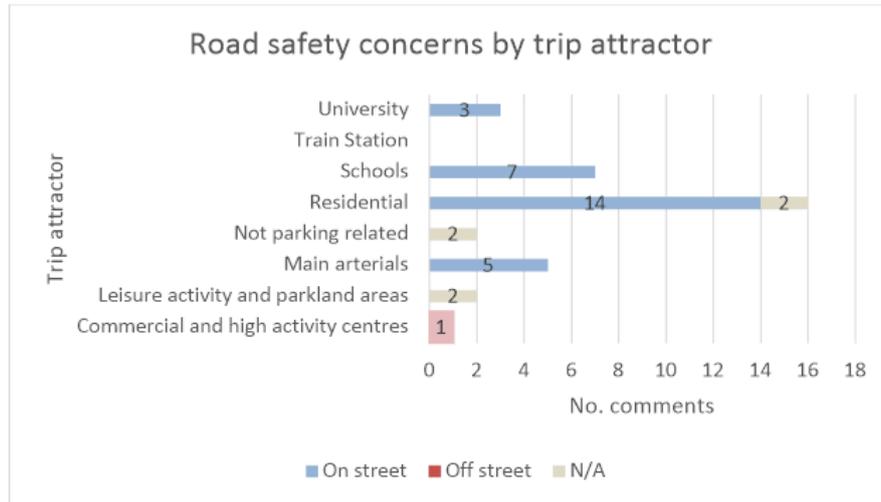


Figure 2-4: Road safety concerns by trip attractor

It is clear that road safety concerns are concentrated in residential areas, around schools and along main arterials, and relate to on-street parking. Comments about parking by university students were only about road safety, with specific reference to Jackson Road where traffic can be reduced down to one lane at times.

2.5 Summary

In regard to parking, a range of issues were raised at the meetings and in discussions on the 'Have Your Say' website from members of the public. Road safety around on-street parking was the overriding concern for the South Perth community, and this concern was mainly felt in residential areas, around schools and the university, and along main arterials.

The remaining issues can generally be categorised in terms of supply or management. Supply issues include too few bays being available and the expectation that a public or private organisation must provide more bays. Management issues relate to available facilities not being used effectively. The main suggestions raised by stakeholders are listed in Table 2-5. It can be seen that more effective management of existing parking is viewed as more important than increases in parking supply.

Table 2-5: Summary of stakeholders' comments

Trip attractor	Parking type	Supply-related comments	Management-related comments
Commercial and high activity areas	Mainly on-street	<ul style="list-style-type: none"> • Stop cash-in-lieu and make developers provide full parking facilities (Section 8) • Increase supply (Sections 4.12 and 4.13) 	<ul style="list-style-type: none"> • Improved signage and wayfinding information (see Sections 4.8 and 6.5) • Timed parking (Section 7.5) • Permits for workers and ratepayers (Section 7.9) • More use of enforcement technology (Section 4.9) • More bike parking
Leisure activity and parkland areas	Mainly off-street	<ul style="list-style-type: none"> • Redevelop Western Power substation verge • Dedicated staff parking 	<ul style="list-style-type: none"> • Drop-off zone • Provide parking fee rebates for zoo patrons • Provide better parking information for zoo patrons (Section 6.5) • Encourage zoo patrons to travel via public transport (Section 2.2.2)
Main arterials	Mainly on-street	<ul style="list-style-type: none"> • None mentioned 	<ul style="list-style-type: none"> • Better enforcement of parking (Section 4.9)
Residential	Mainly on-street	<ul style="list-style-type: none"> • Minimum parking ratios for new developments (Section 6.14) • Verge parking 	<ul style="list-style-type: none"> • Introduce residents permits (Section 7.9) • Timed parking to discourage commuter parking (Section 7.5) • Improved signage and wayfinding (Sections 4.8 and 6.5) • Extend the CAT service to South Perth (Section 2.2) • Introduce traffic calming in areas of parking congestion
Schools	Mainly on-street	<ul style="list-style-type: none"> • Cash-in-lieu could be redirected to schools (see chapter 8) 	<ul style="list-style-type: none"> • Introduce 'kiss and ride' • Educate children about parking (Section 2.2)
Train station	Both on- and off-street	<ul style="list-style-type: none"> • Provide bike storage and lock-up facility (Section 4.1) 	<ul style="list-style-type: none"> • Bus links to/from underutilised parking e.g. George Burnett Leisure Centre (Section 6.6) • Timed and/or paid parking (see chapter 7)
Universities	Mainly on-street (Jackson Road mentioned in 3 of 4 comments)	<ul style="list-style-type: none"> • None mentioned 	<ul style="list-style-type: none"> • 'No parking' signs to be placed further along the road (Section 6.13)

3 SWOT analysis

Parking is a highly subjective topic which gives rise to many issues. Based on previous documents, site visits and input from the stakeholder meetings, the points below summarise the main parking-related issues affecting the City in a SWOT analysis.

3.1 Strengths

- Plentiful parking is available within a reasonable walking distance (250 m) of several key destinations.
- Three surveys of parking demand patterns in the Mends Street, Angelo Street and Preston Street PCAs indicate an average demand at less than 72% of bays.
- Some good public transport links including bus, train and ferry services and cycle paths are available.
- Road safety considerations motivate and provide justification for many parking restrictions.
- All parking meters accept credit card payments and Easypay (pay by phone).
- The traffic and transport departments focus on amenity and safety rather than parking or enforcement income, e.g. Comer Street bay redesign (refer to Figure 3-1).
- Traffic Impact Studies must be submitted for proposed developments which means that transport provision is given due attention and any negative impacts can be assessed.
- Traffic Management Plans must be submitted to deal with contractor vehicles to ensure no loss of amenity to local residents and businesses during construction.



Figure 3-1: Comer Street bay redesign

3.2 Weaknesses

- There is an under-utilisation of pay parking in several locations, e.g. in Richardson Reserve (refer Figure 3-2).



Figure 3-2: Underutilised pay parking at Richardson Reserve

- There is no TravelSmart officer employed to promote alternative transport options.
- Historically there has been a reactive approach to parking complaints.
- There is an ad hoc approach to management of long-term parkers, e.g. along Canning Highway which has parking restrictions applied to areas in isolation.
- Parking wayfinding and guidance are minimal.
- There is a confusing mix of timed parking restrictions including 5, 15 and 30 minutes, 1P, 2P, 3P, 4P and different start and finish times, e.g. Welwyn Avenue commercial area (refer Figure 3-3).



Figure 3-3: Confusing signage

- Parking restrictions and fees are confusing for a driver to understand and difficult for rangers to enforce.
- Cash-in-lieu is not always applied consistently.
- There are inadequate ranger resources to adequately monitor compliance for public and private parking facilities especially at schools.
- Residents are sometimes inconvenienced by commuters parking in their streets.
- User information on the City's website is not customer friendly.
- Parking policy has not been used to optimise mode share targets.
- There are no maximum caps on parking provision in some PCA's meaning that developments could introduce excess parking bays without considering the existing supply or the impact on roads.
- There is no clear event parking management strategy.

3.3 Opportunities

- More effective use should be made of all public parking facilities such as George Burnett Leisure Centre and the Jetski car park which are largely underutilised on weekdays.



Figure 3-4: Unused parking at the George Burnett Leisure Centre

- The parking supply from some developments could be unbundled to allow more effective use of the bays.
- Schools should provide their own traffic and parking management resources.
- TravelSmart and car parking management plans should be applied for all new developments.
- A new Integrated Transport Plan is planned for release in 2016. A 2006 draft Integrated Transport Plan has not been published or adopted.

- More effective enforcement technology and additional resources will assist in the management of parking, in particular the monitoring of compliance. Some innovations are being trialled by rangers (e.g. parking sensors) and are being researched (e.g. licence plate recognition).
- Simplification of time restrictions and fees will result in greater compliance and increased churn of bays.
- A permit scheme could improve convenience for residents subject to additional staff resources being available.
- Surplus parking income and cash-in-lieu could be used to fund improved access.
- The student-only Curtin Area Bus Service (CABS) could be shared by public commuters.
- A free local bus service could be funded by the City to increase non private vehicle patronage to local commercial areas such as the zoo, where up to 70% of visitors arrive by private car.
- A new train station in the Peninsula PCA would provide additional transport options to and from the area and reduce the demand for parking, especially by visitors.

3.4 Threats

- Significant additional parking for new developments (especially in the South Perth peninsula) will have a negative effect on road amenity and congestion.
- There is considerable parking spillover taking place in some PCA's, e.g. Curtin University (25,000 visitors per day with a 7000 bay cap on parking capacity).
- The volume and duration of stay by parkers especially commuters, is increasing.
- Free/cheap on-street parking encourages drivers to cruise for a vacant space, increasing congestion.
- Congestion and the lack of convenient parking for visitors will negatively impact on entertainment (the zoo) and on commercial areas.
- Increased train usage will create more and more demand for commuter parking.

4 Fundamentals of a parking strategy

4.1 Support and encourage different forms of sustainable transport

The City needs to prioritise access for pedestrians, cyclists, public transport users and people with disabilities, and make the most of public transport infrastructure, balanced with the needs of the City road network, including the need to minimise congestion. The existing public realm in the City for pedestrians, cyclists and public transport user needs to be significantly improved given the current dominance of vehicular traffic.

The provision of convenient public transport is fundamental element of changing mode-share. Unfortunately the City has little influence over the State Government's program for Public Transport to and serving the City. If public transport lags development, there will continue to be a high mode share for the use of private vehicles.

It is important to acknowledge that a Parking Strategy is only one part of an Integrated Transport Strategy which should also incorporate a road safety strategy, a green travel plan, a pedestrian strategy, a bicycle strategy, a local area traffic management plans and a specific parking management plans.

Some of these are already in place in the City (e.g. the 2011-16 Bike Plan, the TravelSmart RoadWise Local Action Plan (2006)). There are other documents which provide information on alternative transport modes and parking. A new Integrated Transport Strategy is planned for the City for 2016 which should bring all the above topics together into an updated, cohesive policy and therefore achieve the sustainable parking principles outlined above.

There is increasing recognition that sustainable cities require a balanced multi-modal transport system, and the parking system should support the transport system. In particular, parking supply, utilisation, location and price are primary factors relating to travel behaviour mode choice.

It is recommended that the City adopt five parking principles which are to underlie future strategies relating to travel behaviour:

f) Focus on people access not vehicle access

This requires the development of innovative access programs targeted at a more active community.

g) Provide efficient and effective alternatives to car access

This requires the promotion of accessibility such as a park and ride facility or the availability of low fare or free buses, rather than the promotion of parking. The provision of high quality reliable public transport is a fundamental prerequisite for parking policies which seek to maintain supply within acceptable limits, reduce congestion and encourage alternative modes of transport.

h) Parking policy and strategy must support sustainable transport

The integration of commuter parking with public transport is a major opportunity to reduce the dependency on cars coming into a centre. Additionally, there is a need for better bicycle paths and quality end-of-trip bicycle facilities, as well as improved bus shelters with real-time information.

i) The appropriate amount of parking for the centre will be well below the unconstrained demand for parking

The available parking supply should be adequate, not excessive. It need not cater to occasional peak demand, or ensure that every driver will always be able to find a bay. Rather, it seeks to eliminate over-supply and unused capacity. Consolidated parking is a means of making better use of available supply. Sharing parking between multiple land uses and/ or businesses does not require each of them to provide their own parking. This ensures an adequate rather than excessive supply of parking and is particularly appropriate to the provision of overall parking in the commercial precincts.

j) The provision of parking requires a demand management, not a demand satisfaction approach

Controlling parking demand is the counterbalance to the management of parking supply, but it is far easier, more flexible and less expensive to make better use of existing parking capacity than to create additional parking. Parking management strategies recognise different hierarchies of users. Fees can be used to control demand and to encourage alternative modes. Additionally, improvements to transport and access infrastructure can be funded from additional income derived from parking.

The future strategy for South Perth should therefore contain recommendations not only to curtail the supply of parking, but also to manage parking so as to constrain demand.

Based on stakeholder feedback it is important that some of the net surplus generated from parking and enforcement is transparently reinvested into improved transport access, which may include upgrading parking facilities, the provision of better pedestrian and cycling access or public transport options.

If the City intends to move towards a more sustainable, multi-modal transport system, there needs to be a commitment by all stakeholders to implementing such a policy to support these principles.

4.2 Change the approach to parking

Changing the City's approach to parking will reduce the trend in motor vehicle use and ownership.

Historically, the approach by local government to the provision of parking in Australian cities has embodied four key factors:

1. Mandatory minimum parking is required.
2. In addition to public parking, parking is to be provided by developers.
3. Commercial centres are to contain both on-street and off-street parking.
4. Each development (land use) is to provide its own parking.

The traditional approach to parking has been that motorists should nearly always be able to easily find convenient, free parking at every destination.²

Under this 'predict and provide' approach, parking planning is based on the premise that 'parking problem' means 'inadequate supply', and consequently more parking is better, every

² The concept has been clearly articulated by Litman, T (2006) Parking Management Strategies Evaluation and Planning – Victorian Transport Policy Institute.

destination should satisfy its own parking needs (minimum ratios), car parks should never fill, parking should always be free or subsidised or incorporated into building costs.

However, in the last ten years there has been an increasing trend towards more efficient use of existing transport infrastructure as an alternative to expanding roads and parking facilities, incorporated in a technique known as travel demand management (TDM). TDM emphasises the movement of people and goods, rather than motor vehicles, and gives priority to more efficient travel and communication modes (such as walking, cycling, car sharing, public transport and telecommuting), particularly under congested conditions. Environmental concerns and rising fuel costs are other factors prompting a reduction in the reliance on private motor vehicles.

Under this new 'demand management' approach, as distinct from the unsustainable demand satisfaction (predict and provide) approach, parking facilities should be used more efficiently. This means that car parks at a particular destination may often fill (typically more than once a week), provided that alternative options are available nearby, and drivers have information on these options. It does not mean that car parks should have sufficient capacity to cater to once-a-week peak demand. It requires that motorists have a choice between paid parking nearby (user-pay), or free parking a reasonable distance away. It also requires a high standard of walking conditions between parking facilities and the destinations they may serve. Parking planning should therefore include shared and reciprocal parking, parking pricing and regulations, parking user information, and pedestrian improvements.

The challenge for the City is to find a balance between adequate parking supply to ensure the vitality of the commercial centres, and the environmental, social and economic necessity towards more efficient use of transportation infrastructure and travel demand management techniques.

It is recommended that the City's approach to parking change from the current predict and provide to a demand management approach whereby parking facilities are used more effectively and parking is proactively managed to align with agreed strategies.

Parking management policies under this new approach will be effective in reducing the trend in motor vehicle use and ownership, and help to share the cost of parking infrastructure equitably.

This new approach is essential to achieve the Department of Transport's vision where public transport by 2031 will account for one in eight of all motorised trips (compared with one in 14 in 2011)³. It will provide all users (including the elderly, people with a disability, employees, shoppers, students, traders, residents and visitors) with safe and appropriate access to parking, whilst enabling adequate road access for pedestrians, cyclists, emergency vehicles, buses, street maintenance and delivery vehicles.

4.3 Introduce a parking hierarchy

When different parking user groups are competing for the same parking space and demand exceeds the supply there occurs a saturation of parking facilities. There needs to be recognition of different user priorities through the introduction of a parking hierarchy.

³ Public Transport for Perth in 2031, WA Department of Transport.

The objectives of the parking hierarchy are to uphold the safety and convenience of all road users, encourage the use of alternative transport modes such as walking, bus, train and cycling, promote equitable and transparent allocation of parking spaces across all user groups and facilitate consistent decision-making regarding parking infrastructure.

The parking user hierarchy should be applied to planning decisions in the City of South Perth. Policies should achieve the parking hierarchy through pricing, time regulations and enforcement. It is noted that parking restrictions required for road safety reasons, pedestrian crossings, emergency purposes and city services take precedence over all other users. For example, disabled parking is inconvenient and unsafe on-street and consequently a low priority in commercial centres. Disabled parking is therefore given a high priority in off-street car parks.

4.3.1 Parking user groups

To enable equitable sharing of parking resources, it is necessary to identify all the different parking user groups and prepare a parking hierarchy. The parking hierarchy assumes there are no other competing interests for the kerbside or off-street parking spaces e.g. pedestrian paths and footpath trading or eating, bus priority or cycle lanes. The following is a list in no specific order of parking user groups, their definitions and priority requirements.

Public transport

Parking restrictions are applied to indicate a bus or taxi zone specifically reserved for these vehicles/users. This user group should generally have priority when considering kerbside allocation.

Loading

Service vehicles are vital to the operation of a commercial centre. They should have a high priority for the allocation of a limited number of on-street parking spaces. However, planning requirements should ensure all new developments provide for service vehicles within the development itself. Loading zones should not be provided unless off-street loading facilities are not available.

They should cater for the needs of legitimate goods-carrying vehicles only. These vehicles are usually permitted to stand in a loading zone for 15 minutes while engaged in picking up or setting down goods. Proper enforcement is necessary to prevent loading zones from becoming private parking for owners or staff of commercial businesses. Private use motor vehicles should not be entitled to park in loading zones during business hours, but signage should permit short-medium stay parking after hours.

Disability permit holders

The Australian Disability Parking Scheme helps eligible people park nearer to their destination. ACROD⁴ permit holders in WA are entitled to park:

- in any space provided for a person with a disability in an on-street or off-street parking location, such as shopping centres, hospitals etc.
- in local government metered or regulated parking areas on-street for double the maximum time allowed.

⁴ Formerly the Australian Council for Rehabilitation of Disabled, now renamed National Disability Services Limited

Spaces allocated for persons with a disability should be given particular priority in the immediate vicinity of uses that have a high demand for disability access, such as hospitals and other community services. Wherever possible parking bays for the disabled should be located off-street to provide additional convenience and safety to the driver.

Drop-off/pick-up

Short-term parking for drop-off/pick-up (e.g. 5-15 minute parking) should be given priority in premium parking locations in close proximity to facilities i.e. at schools, public transport nodes and hospitals. Enforcement should ensure the turnover of this parking.

Short to medium-stay

For business and retail needs, short-stay parking is generally for up to 2 hours and medium-term parking between 2 and 4 hours. These user classes should be provided for commercial centres, hospitals, sports facilities, entertainment centres and hotels. Enforcement should ensure compliant turnover of this parking.

Long-stay/commuter

Long-stay parking (4-24 hours) is provided to cater for employees, commuters and other long-term parkers such as building contractors. This user class should generally be allocated a relatively low priority, particularly on-street and in areas with high public transport accessibility.

Park and ride

This parking is provided to cater for people transferring to another mode of transport to complete their journey (e.g. catching a bus or train). Park and ride should be given priority at satellite/remote public transport nodes. This type of parking is generally not considered appropriate in commercial centres or at transit oriented developments.

Residents

Parking for residents and their visitors. Most residential properties in the City currently have access to at least one off-street car parking space. However this may not be the case in the future in high density areas. Residential parking policy/permit schemes should manage the demands of resident and visitor parking, whilst discouraging motor vehicle use. Enforcement must ensure that access is not blocked to residents' off-street parking.

Cyclists

Parking for cyclists falls into two broad categories:

- all-day parking for employees and park-and-ride parking at public transport stations
- short-term parking for visitors to shops, restaurants, offices, recreational facilities and other institutions (within 50 m of destination).

Parking for cyclists should be given a high priority and planning requirements should ensure that adequate parking provisions and end-of-trip facilities for cyclists be incorporated into all new developments.

4.4 Focus on public education

The City needs to focus on public education on the broader impacts of parking, its environmental and other costs, and the benefits of sustainable transport policies.

An education program needs to be aimed at all stakeholders including planners, developers, designers, ratepayers, retailers, property owners, tenants, elected officials and council officers, business and community groups, students, residents, visitors, commuters, and the general public. Education and appreciation of the unsustainability of current parking demand should be available and regularly communicated in the City's publications.

The City needs to focus in the short- and long-term on continually educating all stakeholders on the broader impacts of parking, its environmental and other costs, and the benefits of sustainable transport policies. The education program is to be updated with actions being taken within the community to improve and provide information about different options for transport access.

The community need to understand that:

- a) drivers cannot expect unlimited parking close to their destination
- b) unlimited supply has environmental, social and economic drawbacks
- c) parking needs to be sustainable
- d) there is a cost for the provision of parking
- e) parking users need to help to share the cost of parking infrastructure equitably
- f) net surplus from parking services are to be reinvested into improving access and transport infrastructure.

The City's current website information on parking should be improved to include detailed information about all public parking facilities, fees and hours of operation and time restrictions. A very informative parking website for shoppers, visitors, employees and residents will help to educate the community about considering a range of possible parking options.

Despite every driver being a parker, the broader environmental, economic and social impacts of parking are rarely understood or appreciated by users, unlike their understanding of the effects of vehicle use. The clamour for more parking has been allowed to develop without any communication of its negative effects, and its growing unsustainability. This is true in South Perth where the city's website relating to parking is very regulation-oriented. An upgraded and ongoing campaign of communication on the unsustainability of current parking practices is required.

4.5 Parking Advisory Working Group

A Parking Advisory Working Group that includes City staff and representatives of Business Associations, residents and other stakeholders could be also of a great value. A working group is formed with a group of interested business and community stakeholders. They review the city's parking policies and use external specialists to assist in the planning and operation of parking facilities. Their role is primarily advisory and the setting of policy. It is acknowledged that:

this type of organisation gives a voice to members of local groups who are interested in improving parking conditions

- it has proved to be effective as a sounding-board and reviewer of recommendations by other local Council departments
- it requires interaction and communication with technical staff in the city's business sections
- it is usually focussed on the price and supply of parking
- it requires a clear parking management strategy to be in place.

The City of Bunbury has an effective Parking Committee which reviews all parking associated applications and recommendations by the city. The committee is made up of councillors, staff and representatives from the Chamber of Commerce and other external stakeholders.

It is recommended that the City appoint an administrative Parking Working Group chaired by the Parking Manager, which is responsible for bringing forward issues that cross boundaries between the traditional administrative units.

4.6 Parking Surveys

The City of South Perth should continue undertaking regular parking surveys in high demand areas to assess ongoing issues, determine if there is a high occupancy percentage from long term parkers and vehicles parking overtime, and determine parking trends. This data is essential to identify and justify triggers and priority areas for changes to regulations or enforcement effort.

It is recommended that parking occupancy in high demand areas should be surveyed regularly in the same format and at the same time each year to measure actual usage and to compare changing patterns of usage from year to year in different commercial centres.

The surveys can be undertaken internally by Council staff.

Figure 4-1: Parking survey results

PCA	Supply	Sept 14 Peak/max	%	Feb 15 Peak/max	%	Oct 15 Peak/max	%
Mends St	898/957	453/898	50%	536/954	56%	567/858	66%
Angelo St	272	195	71%	205	75%	Data not available	Data not available
Preston St	252	155	70%	205	81%	Data not available	Data not available
TOTAL	1,422/1,478	803	56%	946	64%		

The comparative results show that peak utilisation in each area is below 82% and there is ample supply.

4.7 Introduce parking controls and eventually pay parking

It is fundamental to recognise that there is no such thing as free parking; the costs are simply incorporated elsewhere. The true cost of parking is hidden in higher development costs, and consequently higher rents and prices to consumers. Property owners are subsidising parking on valuable land that could be generating income or could be put to other uses. Owners of

private vehicles are expected to cover the costs associated with owning and operating a car and constructing and maintaining road infrastructure; however, in most instances, the costs associated with vehicle storage, e.g. parking, are not usually charged directly to users. An example of the cost of provision of parking can be found in Appendix B – Cost of provision of parking.

It is recommended that all new parking controls or charges need to be constantly reviewed by the City and amended as necessary depending on the result of regular parking surveys.

It is recommended that the City should evaluate the introduction of parking controls and eventually pay parking particularly in areas adjacent to major trip generators. These controls should be used to encourage the use of alternative modes, but should also be set at a level which does not detract from the vitality of the city PCA's.

Short-term parking should be encouraged and enforcement should be improved. Providing dedicated parking for long term parkers in each PCA near public transport facilities will also help to minimise the amount of traffic passing through the City.

4.8 Implement a consistent level of wayfinding, signage and parking restrictions

All users want conveniently located, safe, secure and value-for-money parking with signage to their destination and restrictions that are clear, consistent and user friendly.

Parking wayfinding refers to a system of signs, directories and other design features which provide an early warning navigational aid. Most of the City's public and private parking areas are advertised by an inconsistent array of signs and 'P' logos which are usually located within 5 m of the car park entrance. They do not assist drivers coming into the commercial centres to plan their route well in advance so as to reduce their search time and traffic congestion. There is a presumption that 'drivers know where the parking is'.

Drivers want to know where to look for wayfinding information when they need it, understand the way the information is communicated and obtain the information quickly and without fuss.

A single, consistent system should guide drivers to all car parks. Once drivers are at the car park, then individual branding and signage can be used. Similarly, the City's maps and the website should show all public parking facilities, not just car parks owned by the City.

It is recommended that public parking information should be applied and published uniformly across the entire City equally to the City's and privately owned public car parking areas.

A coherent wayfinding system is a cost-effective means to reduce searching time for bays and unnecessary circulation of cars. Predictable, consistent and authoritative public information is the key to building confidence.



Figure 4-2: Examples of consistent car park and wayfinding signage in Parramatta

4.9 Review existing parking enforcement

The City needs to adopt a proactive approach to parking management.

Parking management includes the enforcement of parking restrictions to monitor and deter parking that is dangerous or inconsiderate to other motorists. The aim of enforcement is to maximise motorists' compliance with policies. The provision of more effective parking enforcement is essential to make the streets safer for all road users (particularly children and other vulnerable pedestrians), to ensure that parking bays are available for their intended use and to make the public roadways a more pleasant environment. Enforcement does not need to be uniform across the City, but targeted to tackle problem areas.

Businesses, shoppers, visitors and residents do not want parked vehicles to impede their movements or the movements of public transport. Parking penalties appropriate to the seriousness of the contravention should be introduced, particularly in the high demand areas identified. However, enforcement is not the only mechanism for increasing compliance. Effective communication with the public is essential so they are aware of the rules and regulations.

Parking restrictions throughout the City are enforced by a team of 5 FTE rangers (one of whom is a full time parking officer) and one part-time ranger. They undertake many roles including traffic management at schools and enforcement at some private car parks and are responsible for inspecting more than 850 City owned parking bays and another 43 private property agreements.

The City's Rangers currently spend approximately 60% of their time on parking duties and enforcement. This department issued approximately 5840 enforcement notices in 2014/15 and the parking infringement income in this year was approximately \$410,300.

In most parking facilities in the City (where parking meters are not installed) the current system of monitoring compliance is inefficient. The process whereby a parking enforcement officer must patrol an area twice in order to firstly chalk mark a tyre and then return one or two hours later to check the tyre, is an expensive use of labour resources. The efforts of the officers are often thwarted by technology such as email and SMS, which allow long-term users (e.g. employees) of short-term bays to shift their vehicles. Schools should manage their own peak-time parking demand and be encouraged to engage with the Department of Transport's TravelSmart to School scheme.

Increased compliance is not a reason for expanded implementation of parking meters, but it is certainly a benefit as it allows an enforcement officer to patrol once and to easily determine whether a vehicle has parked in excess of any time restrictions.

The current \$60/\$80 fine for overstaying the time or contravening other parking restrictions is a sufficient deterrent for many drivers. Surveys have not been undertaken on the level of compliance with parking restrictions. These should be undertaken to assess the effectiveness of the parking enforcement regime. The benefit of more efficient and simplified parking enforcement is the creation of additional capacity and improvement in the churn of on-street parking bays.

It is recommended that the City increase the effective allocation of parking enforcement resources in combination with improved technologies for monitoring compliance such as in-ground sensors, licence plate recognition cameras and parking meters. Schools should self-manage their peak-time parking demand. Additional enforcement staff and new technologies are essential for improved compliance.

Council currently charges a fee for monitoring compliance on private property as follows:

	Establishment fee	Annual fee
Small car park	\$175	\$100
Large car park	\$400	\$200

In addition to the fee, it is worthwhile to consider introducing a reciprocal monitoring arrangement on private property agreements whereby the City will monitor compliance for a fee, subject to private parking being allowed to be used by the public outside of business hours and subject to adequate security arrangements.

4.10 Implement the requirements for a Parking Control and Management Plan (PCMP) for all new commercial or mixed used developments requiring more than 10 parking bays and on multi residential developments

This is a tool for developers to commit to, prior to establishing a new parking facility. It is a worthwhile document for the City, for developers, their tenants, and for other parties as it sets out in detail, how parking in a proposed development will be controlled and managed after establishment. It has been implemented in several cities (such as Stirling and Cambridge⁵) and provides clarification for all parties affected by parking at a site. A proposed application form is included in Appendix C – Proposed Parking Control and Management Plan.

It places the onus on the developer to give consideration to the proposed practical plans to manage and control the parking on site in order to comply with the planning conditions. Approval of the plan should form part of the Development Approval for the project. Ongoing adherence to the plan should be monitored and enforced.

Discussion of the proposed Parking Control and Management Plan (PCMP) needs to occur together with compliance services, who will be responsible for monitoring compliance with the PCMP after construction.

⁵ Town of Cambridge, Parking Management Plan Information Sheet, 8 February 2010.

Reference to the PCMP is to be included in the Strategic Plan together with penalties for non-compliance.

It is recommended that the City implements a Parking Control and Management Plan to be provided with a development application for any project exceeding more than five bays.

4.11 Improve existing policies and obtain developer contributions for every Development Application

All new residential developments are likely to have an impact on parking, and if new residents wish to park on the street, this will increase the demand for spaces and the overall competition for parking spaces will increase in the area around the development having a direct impact on congestion, illegal parking and highway safety. Consequently, new developments should contribute to the improvement of the area to enhance the local street environment, improve safety, improve parking facilities and improve the overall amenity of access for businesses, visitors and residents and to encourage sustainable travel modes within the City.

Developers should work in partnership with the City to improve connectivity and permeability for pedestrians and cyclists whilst minimising the likelihood of conflicts with vehicular traffic and create an attractive, safer and more accessible environment for all users. This can be done by:

- a) supporting pedestrian and cyclist movement by creating pedestrian and cyclist priority access and connections
- b) creating bicycle parking areas and signs provided to inform cyclists of areas where cycle parking is provided
- c) supporting improvements to crossing facilities at key junctions
- d) improving / enhancing signage
- e) ensuring that routes are safe, accessible, well-lit at night and lined by active building frontages.

These contributions are especially applicable in the commercial precincts.

4.12 Funding car parking and TDM initiatives

The construction and maintenance of car parks, cycle paths, cycle lanes, footpaths and bus infrastructure can be economically difficult for a Council with restricted income and hence the rate of construction of this infrastructure can seem to take years when it is needed in the present. Programs for planned works for these facilities can be brought forward with increased funding.

Footpaths and cycleways are unable to create revenue as charging for their use is very complicated and a significant deterrent. However, revenue through car parking management is an ideal tool and achieves multiple goals. The cost of parking changes the behaviour of the driver, motivating them to consider alternative options and the revenue from the parking can be used to provide these alternatives as well as provide and maintain car parking facilities.

4.13 Build parking facilities – deck car park feasibility

The use of public resources to construct parking facilities has traditionally been the method of addressing parking shortfalls. It has the advantage that the City controls when and where parking supply is added. However it tends to be expensive, is slow to implement and represents a public subsidy for driving. Public Private Partnerships (PPP) may be another potential model for the provision of new car parking infrastructure.

It is recommended that the City develops a plan to identify and prioritise potential sites for the construction of deck parking to serve the commercial centres.

In considering locations for future deck parking, potential options are restricted to those where the City either owns or has long-term tenure over the land. As the cost for each 100-bay deck car park will be close to \$4 million (in current 2015 dollars), opportunities which will require significant additional expense associated with the purchase of land should be a low priority.

A further factor in considering deck parking is its impact on the urban landscape. Free standing deck car parks are generally not attractive buildings and are best constructed where they can be contained within or above or below other uses, not as single use structures.

In addition to being controlled by the City, potential locations for deck parking must have common characteristics:

- They must have multiple generators of parking.
- They should be likely to be utilised during the day, night and on weekends.
- Their shape must permit a practical layout for a deck parking facility.
- It is desirable that there be opportunities for vehicle access to/from more than one street.
- They must be capable of linkage with pedestrian pathways to their major generators.
- The pedestrian pathways must provide a high standard of convenience and safety.

A review of the design and layout of some on-street parking may also yield a small increase in bays.

The options of revenue from parking come in various forms and are set out below in order of their preference for most stakeholders:

- cash-in-lieu for lack of parking supply from developers
- parking meter charges on-street
- off-street parking fees
- parking fines.

Generally a combination of all four sources of revenue will be necessary for the City to fund increased parking capacity.

5 Future demand and usage assessment

Nine developments have recently been approved for the South Perth peninsular, (mostly mixed use) comprising 883 residential units and nearly 40,000m² of commercial space⁶. Table 5-1 shows the total number of bays associated with each development.

Table 5-1: South Perth developments – bay numbers

Development	Development type	Number of car bays	Number of residential units	Est. number of residential bays (based on 1.2 bays/unit)
Charles Street	Office	146	-	-
Melville/ Richardson Street	Mixed	175	70	84
Mill Point Road/ Harper Terrace	Mixed	44	14	17
Pinnacle South Perth	Mixed	253	102	122
Civic Triangle/ Civic Heart	Mixed	607	294	353
96 Mill Point Road	Mixed	252	118	142
Hardy Street	Mixed	119	39	47
Labouchere Road/ Lyll Street	Mixed	297	148	178
74 Mill Point Road	Mixed	248	TBC	TBC
TOTAL		2,141	785 (excl. 74 Mill Point Rd)	942 (excl. 74 Mill Point Rd)

The nine developments above will include a total of 2,141 parking bays. Where a split between bays allocated for residential and business use was available (Civic Triangle/ Civic Heart development), the parking ratio was found to be 1.2 spaces per residential unit. On the assumption that all developments will use the same parking ratio, this will result in a total of 942 bays for residential use. Even if these residential vehicles do not add to peak period traffic the remaining 1,200 bays will generate a considerable increase in parking and traffic demand throughout the day.

It is therefore essential that these additional bays are managed to ensure that they are optimally utilised by a range of short and medium term public parkers and not used as a park and ride for commuters travelling to the Perth CBD. A consistent approach to the management of public bays is required along with additional information provided to the public about the available capacity.

⁶ Source: Australian Property Institute

6 Management strategies – parking initiatives

When formulating management strategies to deal with specific issues, several parking options and initiatives would be appropriate for the City to use to contribute to its sustainable goals, particularly in relation to the achievement of land use and transport outcomes. Many are currently being used in the City. A series of initiatives to reduce the demand for parking and make more effective use of the existing supply are discussed below.⁷

6.1 Regulate parking

Regulate the supply of public parking to support parking and transportation objectives. This is already being achieved in a number of ways:

- Time restrictions limit the maximum time a vehicle can park in more convenient bays, to encourage turnover and shift long-term parkers to facilities designated for a longer length of stay. This should apply in areas either side of Canning Highway.
- Regulating users limits the types of vehicles that may use certain parking bays. This includes loading zones, taxi zones, permit bays and bays designated for use by people with a disability.
- Specify the allocation of parking ratios for particular types of developments such as customer or staff parking (short or long-term parking). This will be achieved by the Parking Control and Management Plan (refer to Section 4.10).
- Regulate on-street parking by prohibiting on-street parking on certain routes at certain times (e.g. providing clearways on busy streets during peak periods) to increase traffic lanes.
- Regulate on-street parking by installing marked bays and no standing line-marking in residential streets where high volumes of parked vehicles can frequently contribute to road safety issues. Comer Street (see Figure 3-1) is an example of effective implementation of traffic calming engineering to improve safety which also has the benefit of reducing parking demand.
- Favour higher value uses, e.g. service vehicles, deliveries and access for people with disabilities.

6.2 Shared parking

Shared parking means that parking bays on the same site are shared concurrently by more than one user, which allows parking facilities to be used more efficiently. Shared parking takes advantage of the fact that most parking bays are only used part-time by a particular group, and many parking facilities have a significant proportion of unused bays, with utilisation patterns that follow predictable daily, weekly and annual cycles. Efficient sharing of bays can allow parking requirements to be reduced significantly.

⁷ With acknowledgement to Draft Commercial Precincts Car Parking Plan – Stage 1 Glenorchy (Glenorchy City 2007).

There are various degrees of shared parking. A reserved parking space assigned to a specific user is not shared at all. This includes loading bays, which could be shared by making them available to all drivers outside of normal business hours. Loading bays in the City are time limited, but drivers are not well aware that they can be freely used outside these hours. Partial sharing occurs when arrangements are made by one facility to use another's parking facilities at certain times (e.g. if the zoo allowed its unused parking bays to be used during the evening by visitors to the Mends Street PCA).

Other opportunities for shared and reciprocal parking are residents' bays in nearby apartment parking facilities which are vacant during business hours and could be utilised by local employees.

Another significant shared parking opportunity which will make more efficient use of many unused additional bays is in residential streets near train station/bus routes. For example on-street bays either side of Canning Highway could be used between 8 am and 5 pm by many employees in business within a reasonable walking distance. It will of course be necessary to ensure strict compliance with the 5 pm cut-off time in order to provide unrestricted parking to local residents. Such shared use of existing bays is much cheaper and more flexible than constructing new bays.

Bays could also be set aside for car share vehicles (short term car hire that is available to members in high density, high activity areas with good public transport networks) to reduce the reliance on travel by private vehicle and enable those without cars to share the use of a single vehicle rather than purchase one (or a second car) of their own. Car share can be successful in reducing the demand for parking when provided at new mixed use developments for the use of residents and tenants.

6.3 Unbundled parking

Unpriced parking is often 'bundled' with building costs, which means that a certain number of spaces are automatically included with a purchase or lease and cannot be avoided, even if demand does not require a space. Unbundling parking means that parking is sold or rented separately. For example, rather than renting an apartment for \$1000 per month with two parking spaces at no extra cost, each apartment can be rented for \$850 per month, plus \$75 per month for each parking space. Occupants only pay for the parking spaces they actually need.

This approach is generally more efficient and fair, since owners/tenants save money when they reduce parking demand, are not forced to pay for parking they do not need, and can adjust their parking supply as their needs change. For this to function efficiently, building owners must be able to lease or sell excess parking spaces and the City should regulate nearby on-street parking to avoid spill-over problems that could result if residents use on-street parking to avoid paying rent for parking spaces.

6.4 Walking distance

It is worthwhile to clearly indicate to all users of the zoo the walking distance to/from their destination. Most people can walk 250 m in less than 5 minutes and 400 m in less than 10 minutes. The following map in Figure 6-1 indicates a 250 m and 400 m radius from the entrance to Perth Zoo. This information can assist parkers to seek alternative parking areas.



Figure 6-1: 250 m and 400 m walking distances from the Zoo

6.5 Improve user information

This involves the provision of information on parking availability and price using signage, brochures, maps, websites and apps (smartphone applications). Parking information and the negative messages currently available on the City's website, as illustrated in Figure 6-2, can be substantially improved and made easier to access and print for motorists.

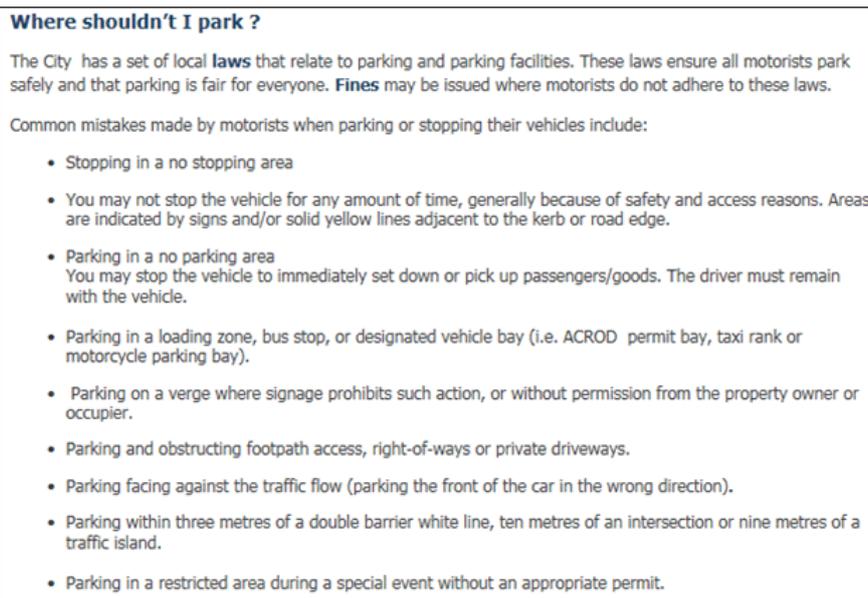


Figure 6-2: Extract from current City of South Perth website

There are also opportunities to provide real-time information on the location of available parking bays although providing this information can be difficult and expensive. Good parking information tends to reduce motorist delay and frustration, and increase the satisfaction of drivers visiting and parking in an area. An example of good practice in the provision of positive parking information is the City of Bunbury website⁸

6.6 Encourage use of remote parking

This involves encouraging long-term parkers to use off-site or at-fringe parking facilities through regulation and pricing for example at Jetski car park. It can free up significant quantities of parking for short-term visitors to a commercial centre.

6.7 Pedestrian improvements

Pedestrian improvements to paths and footpaths, creating or improving shortcuts, ensuring weather protection through continuous building awnings and street trees, pedestrian crossings and addressing security concerns, all contribute to increasing the range of parking facilities that can serve as a destination if they create a safer and more pleasant experience for users. Principles of crime prevention through environmental design (CPTED) can help create more open and pedestrian-friendly streetscapes.

An example of an initiative which has been successful in terms of road safety is the redesign of parking bays on Comer St, where parking bays are only marked on one side of the street at any one time. This scheme has had good feedback from the community and good outcomes from reducing traffic speeds and other safety issues (see Figure 3-1).

⁸ www.bunbury.wa.com.au.

6.8 Access management

Access management refers to improved coordination between roadway design and land use to reduce traffic problems. It results in fewer driveways and improved pedestrian connections by converting car-orientated strip development into more clustered development, and allowing for shared parking to occur. Examples of poor access management are the adjacent multi-lane driveways in the Angelo Street PCA.

Where streets are narrow or difficult to access (for example in South Terrace), it may be necessary to implement a restriction which ensure access by service vehicles. Figure 6-3 below shows a parking restriction which was implemented in Lane Cove, NSW where waste vehicles had previously been unable to pass due to on-street parking.



Figure 6-3 Parking restrictions for waste collection vehicles, Lane Cove

6.9 Overflow parking plans

This involves developing plans to deal with occasional periods of high demand (e.g. events on the Swan River). The plans may include prioritising the use of parking (e.g. for parents with children), information for motorists on where to find additional parking, the provision of free shuttle bus services between remote parking and the destination and special programs to encourage the use of alternative travel modes. Fund-raising groups and schools can provide shuttle services for a token donation subject to compliance with any insurance conditions. The development of overflow parking plans can be a quick and cost-effective solution to occasional parking problems.

Overflow parking can be managed by coordination and cooperation between the City and event organisers using shuttle bus services. Well lit, secure and signposted walking paths are also necessary to encourage remote parking for these events.

6.10 Pricing parking

This is dealt with in detail in section 7.

6.11 Parking taxes

Special parking taxes or levies can be used to reduce total parking demand, create a disincentive to drive and raise revenue. These schemes have encountered considerable opposition from the private sector in many cities such as Sydney, Melbourne and Perth. However, where the income from the tax has been transparently hypothecated to improving public transport (e.g. the Perth central area transit bus) the levy has been more acceptable to owners of parking bays.

Changing tax policies to support parking management objectives typically results in parking demand reduction as well as reducing traffic volumes. The introduction of these will require new legislation.

6.12 Alternative commuter benefits

This means that commuters are offered an alternative to parking subsidies, which is an effective way to reduce parking demand. Options could include:

- Parking cash out means that commuters who are offered subsidised parking are also offered the cash equivalent if they regularly use alternative travel modes. The system is offered by the City of Subiaco to its employees.
- Travel allowances are a financial payment to employees to cover commuting costs instead of using free parking. Commuters can use this money towards the cost of another travel mode.
- Transit and rideshare benefits are free or discounted public transport fares/vouchers are provided by employers.

These types of solution can be implemented by the City as part of employment contracts with staff and encouraged in the private sector as workplace travel planning initiatives. They could also be used by developers completing the Parking Management Plan.

6.13 Reduce parking supply

Reducing the physical capacity of parking supply can be achieved in many ways and can help to achieve strategic transportation and land-use objectives.

Specific strategies for reducing parking supply (some of which are described above) include:

- reducing the minimum parking requirements in planning schemes and development policies
- reducing minimum parking requirements for developments in more accessible locations, such as near bus stations, in areas with good walking facilities, etc.
- reducing minimum requirements if developers install travel demand management programs

- using cash-in-lieu to fund shared parking instead of each site having its own off-street parking
- limiting the maximum amount of parking that can be built, either at individual sites, or by establishing a cap on total parking in an area.

6.14 Parking 'caps' and maximum parking standards

Minimum parking ratios are generally set in isolation of broader policy objectives. In their current form they do not explicitly take into account accessibility by alternative modes of travel and other factors that might reduce demand for travel by car. Consequently, they may encourage an oversupply of parking and the use of cars in locations where good alternatives exist. While it is generally recognised that parking ratios need to be reviewed, the possible replacement of minimum parking ratios with maximum (permitted) parking standards (parking caps) for new developments does not appear to have been given very much detailed consideration in the Perth Metropolitan area⁹.

Maximum standards (without any associated minimums) are a more market-driven approach as they permit developers to determine how much parking they wish to provide in a new development up to the maximum amount. Over time, replacing minimum parking standards with maximum standards would reduce the incentives to the use of the car resulting from the oversupply and underpricing of parking. It is likely to be most appropriate for those centres where public transport offers a good alternative to the car. It should however be noted that parking maximums are not compatible with cash-in-lieu as developers are no longer required to provide parking for the land uses concerned.

6.14.1 Parking caps

The current approach to development applications in the City sets minimum parking ratios based on measures such as the gross floor area. The overall capacity of the road network providing access to the City or commercial centre has not yet been taken into account.

Scenarios for the Peninsula PCA of increased traffic associated with potential increased development in the City and the impact of providing parking based on the current parking ratios and new reduced ratios have been examined by Uloth¹⁰. The future demand forecasts in Section 5, based on continuing with the existing (business-as-usual) approach, clearly indicate that it will be necessary to limit parking supply in this PCA.

Setting a cap (maximum) on the supply of parking within a commercial centre is an appropriate parking management and supply policy for the City.

6.14.2 Maximum parking standards in other councils

In Rockingham, the initial Rockingham Village Policy included a proposed parking policy with a combination of minimum and maximum parking standards plus cash-in-lieu, although the approach has since been replaced with minimum standards (combined with compulsory cash-in-lieu for a proportion of the required parking).

⁹ Data Collection and Audit of Parking Provisions and Management in Perth Metropolitan Centres – Dept for Planning and Infrastructure ARRB Report, 20 Oct 2009. Section 2.4.

¹⁰ South Perth Station and Peninsula Area Parking Study, Uloth, 2009.

The Access and Parking Strategy¹¹ for the proposed Stirling City Centre found that if a restraint on parking supply is not applied, it will be necessary to significantly limit the floor spaces and dwelling units to below that currently envisaged.¹²

The Strategy for the Stirling City Centre proposes that the maximum amount of parking on all land within the city centre be regulated on a hectare-of-land basis similar to the City of Perth's Parking Policy regulations. The Strategy recommends a maximum of 250 bays per hectare and 200 around the Stirling train station.

Maximum parking standards have been introduced in the UK, and are included in the recently published Auckland Regional Parking Strategy (ARPS) where they apply only to non-residential development in the designated high density (mixed use) commercial centres and corridors. In the latter case it has been suggested that maximum parking standards initially be set at the same level as current minimum standards for the land uses concerned. According to the ARPS, maximum standards should be introduced as an integral part of the implementation of a comprehensive parking management plan for each commercial centre concerned.

In order to achieve an appropriate level of parking supply in the commercial high activity PCA's, mandatory maximum and minimum parking requirements will be necessary.

Regulations relating to the provision of parking are to include measures to maximise the use of all non-resident parking for the public as shared parking, and the expansion of time limited and pay for parking to encourage turnover (churn) of bays.

A maximum should be set on the total supply of parking in each PCA. Additionally, parking maximums are to be established for residential and non-residential developments.

Further clarification and recommended maximums for each PCA will be undertaken in Stage 2 of the report.

6.15 Benefits of better managed parking

It is recognised that changes to the management of parking and to existing attitudes of stakeholders towards parking supply cannot be made quickly. Small changes are necessary to alter the mindset of stakeholders and to create a more sustainable transport and access environment in the City.

The City has many opportunities to better manage the scarce parking facilities in the commercial centres. Implementation of these will have many positive benefits.

- Economic – they support increased development in the commercial centre with more efficient use of land for both parking and other land uses. The user pay principle is likely to mean businesses will pay for parking spaces which are more likely to be available. Development opportunities will increase and become more cost-effective when parking costs can be minimised and congestion is managed.
- Social – they support a shift to higher density which allows more housing and jobs which are easily accessible but may also reduce the amount of available land, because

¹¹ City of Stirling – Stirling City Centre Access and Parking Strategy – SKM, 13 Aug 2010.

¹² City of Stirling – Stirling City Centre Access and Parking Strategy – SKM, 13 Aug 2010, at p.2.

at-grade parking may be converted to building, which may or may not incorporate parking.

- Cultural – more effective monitoring of compliance will create more turnover of spaces in high activity areas and free up more bays for the correct users. This will attract more activity and investment to higher density areas.
- Environmental – until cars become electric and do not emit pollution, emissions would be less than if an increased parking supply was provided. This will attract more vehicles to the commercial centres.

One of the major management strategies to make more effective use of existing parking and to create greater availability of spaces for the correct users is pay parking. This is considered separately in Section 7.

7 Pay parking

7.1 General principles

Pay parking is one of the most effective ways of influencing parking and travel demand. Pay parking can influence parking location, destination, mode, travel time and, in particular, parking duration. The impacts vary depending on the price structure and the relative convenience of alternative parking facilities and modes.

As pay parking generally results in reductions in car use and traffic congestion among other environmental benefits, it is one of the essential transport measures necessary to ensure the long-term viability of commercial centres.

Pay parking increases equity by charging users (user pay) for their parking costs and by reducing the parking costs imposed on non-drivers. Paying directly rather than indirectly benefits consumers because it reduces parking and traffic problems and allows individuals to decide how much parking to purchase giving them an opportunity to save money. Drivers may use a space as long as they want, as long as they are prepared to pay for it. Several attendees at the stakeholder workshop indicated expansion of pay parking areas as an acceptable method of management of scarce parking facilities.

7.2 Pay parking objectives

It is important to define the objectives for pay parking in order to determine how fees will be structured:

- For traffic management – peak period fees should be high enough to encourage a shift in travel modes or times.
- For parking management – fees during peak demand periods and at the most convenient locations should be high enough to generate a maximum 85% occupancy rate. If prices are too low, parking becomes saturated causing motorists to cruise around in search of a space. The target is to ensure that at times of peak demand, 15% of spaces (one in seven) are available.

7.3 Guidelines to efficient pay parking pricing¹³

The following guidelines are separated into what is currently implemented and what should be implemented in the future in the City.

7.3.1 Pay parking currently applied in the City

Table 7-1 illustrates the current allocation of pay parking in the City. Note that start and finish times and charging days vary considerably.

¹³ With acknowledgement to Todd Litman "Parking Management Best Practices" American Planning Association 2006.

Table 7-1: Current allocation of pay parking in the City

Car park/street	Parking policy	Council/Private	Bays
Car Park 1 – Windsor Hotel	Hourly rate - \$3.00 9am-11am No fee required Fee payable at all other times. Customers can start an EasyPark parking session during the free period and will only be charged from 11am. Maximum 24 hours	Privately owned Managed by City	30 bays 1 ACROD bay
Car Park 2 - Zoo	Day rate - \$5.00 Payable on every day, 9:00am-5:00pm	Privately owned Managed by City	101 bays
Car Park 3 – Windsor Park	Hourly rate - \$2.30 Payable every day, 9:00am-5:00pm	Council owned % of machine takings to Zoo and South Perth Bowling Club	80 bays 2 ACROD bays
Car Park 6 – Richardson Reserve Car Park	Hourly rate - \$2.30 Monday to Friday, 8:00am-6:00pm	Council	179 bays 10 Zoo docent bays
Car Park 7 – Angelo St Car Park	First 2 hours free. Hourly rate after the first 2 hours - \$2.30 Monday to Friday, 7:00am-7:00pm	Council	62 bays 1 ACROD bay
Car Park 15 – Coode St Boat Ramp Car Park	Hourly rate - \$2.30 Payable on Saturday & Sunday and public holidays, 7:00am-7:00pm	Council	15 bays 25 trailer bays
SPE 1 – South Perth Esplanade Car Park 1	Hourly rate - \$2.30 Payable every day, 8:00am-6:00pm	Council	21 bays
SPE 2 – South Perth Esplanade Car Park 2	Hourly rate - \$2.30 Payable every day, 8:00am-6:00pm	Council	18 bays
SPE 3 – South Perth Esplanade Car Park 3	Hourly rate - \$2.30 Payable every day, 9:00am-5:30pm Maximum 4 hours	Council	33 bays 1 ACROD bay
SPE 4 – South Perth Esplanade Car Park 4	Hourly rate - \$2.30 Payable every day, 9:00am-5:30pm Maximum 2 hours	Council	26 bays 1 ACROD bay 1 loading zone
SPE 5 – South Perth Esplanade Car Park 5	Hourly rate - \$2.30 Payable every day, 9:00am-5:30pm Maximum 2 hours	Council	12 bays
SPE 11 – South Perth Esplanade Car Park 11	Hourly rate - \$2.30 Payable every day, 8:00am-6:00pm	Council	82 bays 2 ACROD bays 1 bus bay

Car park/street	Parking policy	Council/Private	Bays
Bowman St East Bowman St West	Hourly rate - \$2.30 Monday to Friday, 8:00am-6:00pm	Council	20 - ticket Parking bays 20 - 2P bays 1 - loading zone Opposite side of road from ticket parking
Lyall St East Lyall St West	Hourly rate - \$2.30 Monday to Friday, 8:00am-6:00pm	Council	27 - ticket parking bays 23 - 2P bays Opposite side of road from ticket parking
Hardy St East Hardy St West	Hourly rate - \$2.30 Monday to Friday, 8:00am-6:00pm	Council	29 - ticket parking bays 26 - 2P bays 1 - L Opposite side of road from ticket parking loading zone
Charles St East Charles St West	Hourly rate - \$2.30 Monday to Friday, 8:00am-6:00pm	Council	27 - ticket parking bays 27 - 2P bays Opposite side of road from ticket parking
Richardson St East Richardson St West	Hourly rate - \$2.30 Monday to Friday, 8:00am-6:00pm	Council	78 - ticket parking bays 35 - 2P bays Opposite side of road from ticket parking
TOTAL			988

This structure charges drivers directly rather than indirectly and offers convenient locations and several options for payment including acceptance of coin, credit card and smartphone.

To effectively use pricing for parking management, the following will be necessary:

- Charge higher fees and provide shorter time periods at the most convenient spaces (on-street) to encourage high churn.
- Use incremental price structures in certain car parks (e.g. Richardson Reserve) to favour short-term users, e.g. \$1 for first hour then \$1.50 for second hour etc.
- Daily rates should be set at > 6 x hourly rate, and monthly rates at > 20 x daily rate.

- Ensure that fee structures are flexible and can be amended up or down in order to manage demand. It is inefficient to review fees only once a year in accordance with budget timetables.
- Encourage businesses to price parking and offer discounts or refunds to their bona fide clients.
- Provide discount parking to multi-passenger vehicles (car sharing).
- Ensure a high level of compliance by means of regular and unpredictable enforcement which will require increased staffing and technology resources.
- Implement different parking fees in the evening and on weekends in some PCA's.
- Minimise the exceptions to pay parking e.g. all residents, ratepayers, loading vehicles, couriers and ACROD parkers using public parking spaces should pay.

7.4 Private parking areas

The introduction of pay parking is expensive requiring specialised control and ongoing monitoring. As the City already has such expertise for its on-street parking facilities, these capabilities should be offered to small, privately owned car park owners that wish to provide better management of their parking and minimise abuse by unauthorised parkers.

It is recommended the City gradually expands pay parking areas based on regular and comparative surveys of usage. Pay parking fees are to be structured to favour short-term users and encourage a high churn of spaces.

It is recommended the City increases the provision and enforcement of pay parking in privately owned public car parks and expands its enforcement resources and associated technology as appropriate to provide this service.

7.5 On-street parking management

On-street parking plays an important role in the effective functioning of town centres and access to residential areas. Many businesses rely on on-street parking to provide access for their customers and meet their loading requirements. On-street parking also caters for specific uses such as dedicated space for taxis and mobility parking for people with impaired mobility.

On-street parking management broadly consists of the following:

- **Unrestricted:** where there are no limitations on parking
- **Time restricted:** with a range of time limitations and enforcement used to ensure compliance
- **Reserved parking:** reserved for a certain type of user, such as mobility card holders, or taxis, or for loading zones
- **Priced parking:** with varying rates applying sometimes alongside a time restriction.

Table 7-2 outlines types of parking restrictions that should be used by the City. There is also a description on where and why each restriction should be used.

Table 7-2: Types of parking restrictions and their policies

Restriction	Description	Policy
Loading zones	<p>Parking areas designated solely for loading or unloading goods or passengers</p> <p>This includes:</p> <ul style="list-style-type: none"> • general purpose loading zones • goods vehicles only loading zones 	<ul style="list-style-type: none"> • Loading zones will be provided in convenient locations to serve local business, commercial and retail activities • Goods vehicle loading zones are designated for vehicles of any size, weight and usage that deliver goods in the course of trade • Goods vehicle loading zones should be used in areas of high parking demand and a high density of retail and commercial premises • General purpose loading zones should be used in all other areas where there is a general need for loading or unloading • All loading zones will have a time restriction. This is usually 15 minutes. A user may stay longer than the time restriction if observed to be in the activity of loading or unloading • Loading zones should be avoided in angle parking bays to prevent larger vehicles overhanging into the carriageway
Mobility (ACROD) parking	<p>Parking areas reserved for the exclusive use of vehicles displaying a valid ACROD parking permit</p> <p>A valid mobility parking permit must be displayed at all times in the vehicle while it is parked in a mobility parking space</p>	<ul style="list-style-type: none"> • Provide mobility parking which is physically accessible, affordable and safe to use • Mobility parking should be provided, where practical, in angled parking as a preference to parallel parking spaces to enhance safety and accessibility • Time restrictions should be applied to mobility parking spaces • In general, mobility parking will not be provided if there are existing and available mobility parking spaces within 200 m of an accessible route to the destination • Mobility parking spaces will only be considered in commercial and mixed use areas. As a general rule mobility parking will not be provided in residential areas • Vehicles displaying a mobility parking permit can remain in time restricted on-street parking spaces for double the posted time¹⁴. • In all on-street paid parking areas vehicles displaying a mobility parking permit are given one hour free parking upon payment of the minimum tariff e.g. if a pay and display receipt shows parking is paid until 10:15am, then a mobility card holder can stay until 11:15 am • A consistent zero tolerance approach will apply to the illegal use of mobility parking spaces. Offending vehicles will be ticketed

¹⁴ Road Traffic Code 2000 - Clause 174. Updated 31 August 2011

Restriction	Description	Policy
Motorcycle parking	On-street parking set aside for exclusive use of motorcycles or motorised scooters	<ul style="list-style-type: none"> Motorcycle parking will sometimes be provided in an on-street space that is not suitable for regular car parking Long-stay motorcycle parking should be encouraged in off-street parking buildings On-street motorcycle parking may be time restricted or priced to prioritise short-term parking Pricing may be introduced to manage high demand. The price to park in on-street motorcycle parking spaces will be less than for a car in recognition of the lower impact on congestion and kerbside space Motorcycles are not allowed to park on the footpath
Taxi stands	On-street parking reserved for the exclusive use of taxis	<ul style="list-style-type: none"> Taxi stands are considered where there is high public demand for taxis. Any new taxi stand must be no closer than 400 m from an existing taxi stand The length of taxi stand should reflect the turnover of the space but generally taxi stands should be kept to less than three car lengths Taxi stands should not be located adjacent to bus stops and loading zones as the taxis will creep into this space. Where possible taxi stands should be located in a separate parking bay where no creep can occur Night-time taxi stands will be considered in areas where there is high night-time activity. Using loading zones or bus stops at night will also provide a better utilisation of on-street parking In general, taxi stands will not be considered in residential streets
Buses and coach parking	<p>On-street parking dedicated to waiting and lay-over of buses and tour coaches</p> <p>The following categories apply:</p> <ul style="list-style-type: none"> public transport short-term positioning layover space public transport longer-term parking coach parking 	<ul style="list-style-type: none"> Longer-term (greater than two hours) bus parking should be located on the edge of a commercial centre away from active street frontages Coach parking will be considered in locations of key tourist interest where a significant demand can be identified Longer-term coach parking will be located at the edge of a commercial centre away from active street frontages Time restrictions will be applied to coach parking areas
Car share parking (Section 6.2)	On-street parking reserved for car share operators' vehicles	<ul style="list-style-type: none"> Car share organisations must have membership available to all local residents and businesses, and 24-hour booking systems The City will support approved car share organisations by providing dedicated on-street parking spaces

Restriction	Description	Policy
		<ul style="list-style-type: none"> The City reserves the right to charge for the establishment and on-going provision of on-street car share parking spaces Car share organisations may be required to regularly report back to the City on the uptake and membership in each area that car share parking spaces are installed
Car-pool parking	<p>On-street parking reserved for vehicles carrying two or more occupants</p> <p>This is sometimes referred to as High Occupancy Vehicle (HOV) parking</p>	<ul style="list-style-type: none"> Car-pool parking is often provided in Park and Ride car parks or on-street parking adjacent to high-frequency public transport stations to encourage carpooling and obtain greater benefit from the parking space Car-pool parking should be provided at convenient locations to further encourage carpooling Vehicles must be carrying two or more occupants when parking to comply with the carpool restriction. The vehicle may have one occupant when exiting the parking space
Time restrictions	<p>General parking space whereby a maximum permitted time is posted</p> <p>Parking time restrictions are used to encourage turnover in areas that experience high parking demand</p>	<ul style="list-style-type: none"> There should be some consistency with the time restrictions used around the City to allow for greater legibility The following time restrictions should be used: P5, P15, 2P, 3P 2P is recommended for shopping high streets where paid parking is not suitable Longer time restrictions such as 3P are suitable for the fringes of a commercial centre Time restrictions above three hours should be avoided as they are difficult to enforce
Bicycle parking	Space reserved for bicycles provided on the footpath or within an on-street parking space	<ul style="list-style-type: none"> Bicycle parking in place of car parking can provide a vastly more efficient use of the parking resource. Typically 6 bicycles can be parked in a standard car space Bike parking infrastructure will be prioritised in commercial centres and in locations that support public transport use such as transport interchanges and rail stations

7.6 Parking intervention trigger

There are different parking controls that can be used to manage on-street parking. It is important that decisions to change controls are based on policy principles and empirical data. It is also useful for the public to understand how decisions to amend parking controls are made.

The Parking Intervention Trigger table below provides the trigger points where a new parking management control will be recommended to manage an increase in demand for parking.

Areas which experience low demand, or no change in demand, and do not reach the trigger points, will not require any change.

It is recommended that where parking demand is high, the City should apply various parking restrictions to achieve a target peak occupancy rate (the average of the four highest hours in a day) of 85% for on-street parking. This means that the parking resource is well used but people can still easily find a space, thus reducing customer frustration. In other words, one parking space in every seven should be vacant. When peak parking occupancy is regularly above 85%, the City will recommend a change to the parking management approach. This is a recognised international approach to the best practice management of on-street parking.

Table 7-3: On-street parking intervention triggers

Issue	Trigger point	Response
Demand pressure in currently unrestricted areas	Demand for on-street parking regularly exceeds 85% at peak times	<ul style="list-style-type: none"> Introduce time restrictions suitable to local demand or paid parking to encourage turnover of spaces Establish new residential parking schemes
Demand pressure in residential areas	Parking demand regularly exceeds 85% of available supply in residential areas at peak times where off-street parking options are constrained (e.g. heritage zones, or areas where off-street parking constraints apply)	<ul style="list-style-type: none"> Introduce or alter time restrictions (suited to local demand) to encourage turnover of spaces (with resident parking permit schemes where appropriate) Establish new residential parking schemes Introduce paid parking areas to manage the high demand
Demand pressure in areas with time restrictions	Occupancy levels for time-restricted spaces regularly exceed 85% at peak times	<ul style="list-style-type: none"> Investigate opportunities to increase the time restriction and/or introduce additional time restrictions on adjacent streets Introduce paid parking to discourage longer stays
Demand pressure in areas with paid parking	Occupancy rates for paid parking in on-street spaces regularly exceed 85% at peak times	<ul style="list-style-type: none"> Increase parking charges in line with Section 7.7 Consider provision of additional off-street paid parking consistent with the investment criteria

These triggers are represented in the following diagram in Figure 7-1.

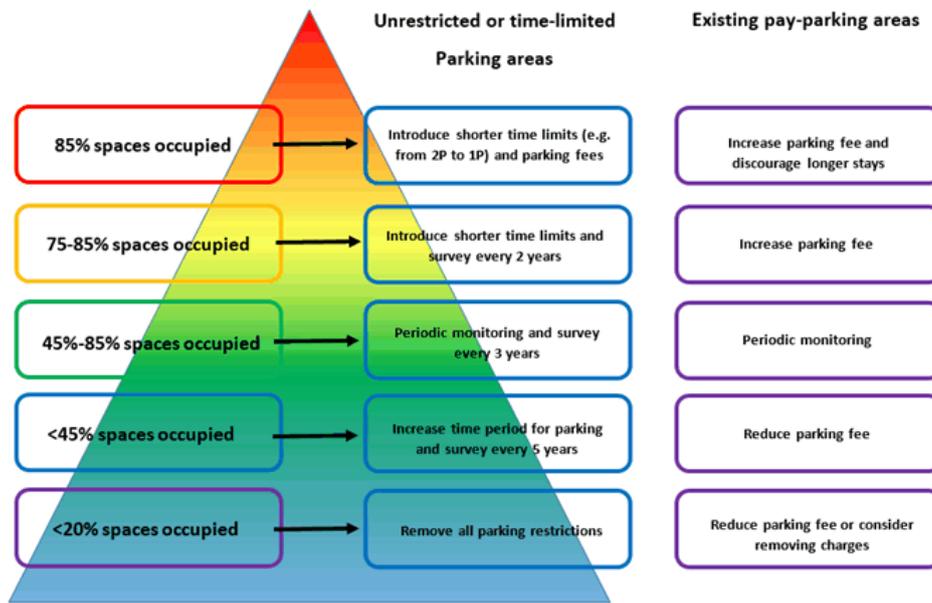


Figure 7-1: Parking framework

7.7 Demand-responsive pricing

When parking demand reaches a point where time restrictions are not being effective, priced parking is recommended. Time restrictions, for example 2P, work well in encouraging turnover where there is low to medium parking demand. As demand increases and the parking becomes full the only option to create parking availability is to reduce the time limit.

However, a reduced time restriction can have negative consequences as the time a customer can spend in the centre is reduced and there is a greater chance of receiving an infringement. Time restrictions are often misused by people taking advantage of free parking and moving their cars to avoid enforcement.

Paid parking can improve the availability of parking and provides greater flexibility in length of stay for the customer.

Demand-responsive pricing means that the prices charged for on-street parking will be adjusted based on parking demand data. Price rates will be adjusted up or down with the goal of maintaining on average 85% occupancy at peak times. An occupancy range of 70-90% is considered an acceptable range. The target parking occupancy rate is not set at 100% because some parking spaces should be available at all times. An occupancy rate of approximately 85% ensures that parking resources are well-used and people can park in a reasonable proximity to their destination. Maintaining some availability reduces the need for people to drive around searching for a parking space, thereby reducing congestion.

7.7.1 On-street demand-responsive pricing

It is recommended that priced parking with no time limits in areas with high parking demand and a low availability of spaces is introduced. Prices for on-street parking will be set according to the following general principles:

- Prices for on-street parking will be set at levels that ensure people can find a car park most of the time within a short walking distance of their destination.
- In general, if the data for demand for parking in an area is found to decrease, then prices should also decrease and vice versa.
- On-street parking in commercial centres will be prioritised to support customers and other short-term visitors ahead of long-stay commuters and residents. Prices are more effective than time-limits at prioritising users in this way.
- The way parking prices are set in different parts of the City should be transparent and based on up-to-date empirical evidence of parking demand patterns in that area and observed trends in these patterns over time.

7.7.2 Price areas

The paid parking in each PCA should be divided into price areas. These areas will be a collection of streets with broadly similar parking demand profiles. The areas may change over time in order to better manage demand. The parking price should be uniform across each price area.

7.7.3 Occupancy surveys

It is recommended parking demand should be reviewed every one to three years depending on how variable the demand is in each particular price area.

For example, in areas where demand is reasonably stable, occupancy surveys will normally be carried out every 3 years. In areas where demand varies considerably surveys may be carried out at more regular intervals. Prices should only be adjusted if warranted by changes in demand with the City ensuring any pricing adjustment (increase or decrease) is visible to the customer. Surveys will measure the on-street occupancy for the times of the day that paid parking is in operation across at least three different days. The City may also elect to undertake spot surveys at other times (or make use of information from in-ground sensors) to ensure appropriate occupancy levels are being maintained.

7.7.4 Price adjustment

It is recommended that prices should be adjusted either up or down in response to the occupancy surveys undertaken. In each case the goal is to maintain an average of 85% occupancy, as much as practicable.

The average occupancy of each price area should be determined by the average of the highest four hours each day recorded in the occupancy surveys.

Prices should then be set according to the following formula:

- When average occupancy is less than 50%, the price should be reduced by up to 25% of the hourly rate with no minimum price.

- When average occupancy is 50-70%, the price should be reduced by up to 15% of the hourly rate.
- When average occupancy is 70-90%, the price should not change.
- When average occupancy is 90-100%, the price should be increased by up to 15% of the hourly rate.

7.7.5 Times of operation

It is recommended that the standard hours of parking restrictions should be 8 am to 6 pm Monday to Sunday. However, some PCA's in the City experience high parking demand in the evenings, and where this occurs, the City should implement expanded paid parking hours where necessary to manage demand in accordance with the general principles (section 7.7.1).

7.7.6 Notification

Price increases or decreases made by applying this policy should be notified through the parking page on the City's website. The business association in the affected PCA should also be notified. The City should change the price no less than seven calendar days after notification. Although the City will be clear and transparent when price changes occur, there should be no public consultation each time prices are adjusted in response to changes in parking demand.

7.8 Off-street parking management and intervention triggers

The management of off-street parking facilities is designed to align with the City's strategic objectives, which are focussed on a mode shift towards public transport to help minimise traffic congestion. To achieve this, the City's policies should prioritise short-stay parking over commuter parking and achieve a consistent approach to setting parking rates.

Public off-street parking provides an important shared parking resource that ultimately results in less overall parking compared with individual sites providing for the parking demand.

Two main parking regimes apply to the management of off-street parking:

- Long-stay commuter parking provides parking for the working day. Commuter parking and contractor parking generally occurs during morning and evening peak periods.
- Short-stay parking involves the provision of parking for shorter duration activities, such as shopping, entertainment, personal or business visits. Short-stay parking travel generally occurs outside peak periods.

As with on-street parking, a demand-responsive management approach to off-street car parking is proposed. Most off-street parking under the control of the City acts as an extension to on-street parking and forms part of the overall parking supply in a PCA.

Table 7-4 provides the trigger points where a new parking management control should be recommended to manage an increase in demand for parking. However, areas that experience low-demand, or no change in demand, and do not reach the trigger points, will not require any change.

Where parking demand is high, the City should apply various parking restrictions to achieve a target peak occupancy rate (the average of the four highest hours in a day) of 85% for off-street parking. This means that the parking resource is well used but people can still easily find a space, thus reducing congestion and frustration. When peak parking occupancy is regularly above 85%, a change to the parking management approach is recommended.

Table 7-4: Off-street parking intervention triggers

Issue	Trigger point	Policy
Demand pressure in currently unrestricted car parks	Occupancy rates for currently unrestricted spaces regularly exceed 85% at peak times	<ul style="list-style-type: none"> Introduce time restrictions suitable to local demand or paid parking for all-day commuter parking
Demand pressure in car parks with current time restrictions	Occupancy levels for time-restricted spaces regularly exceed 85% at peak times	<ul style="list-style-type: none"> Investigate opportunities to reduce the time restriction and/or introduce additional time restrictions on adjacent streets; or Introduce paid parking with no time limits and use demand-responsive pricing
Demand pressure in car parks with paid parking	Occupancy rates for paid parking spaces regularly exceed 85% at peak times	<ul style="list-style-type: none"> Increase parking charges Improve public transport offering, or consider provision of additional off-street paid parking where investment criteria are met

7.9 Parking on residential streets

It is important to note that on-street parking on residential streets is part of the public road that is under the jurisdiction of the City.

Many residents have given feedback that they are increasingly being impacted by commuter parking in their streets. Public consultation revealed that residents in inner city suburbs want residential permit schemes to manage the parking pressures.

7.9.1 Increasing intensity of land-use and parking demand

- 1. Residential parking zone:** this approach is used in older suburbs such as the city fringe where parking demand is high across a larger area and many properties do not have off-street parking. Applying restrictions across a larger area is more effective in reducing the commuter parking problems.
- 2. Apply time restrictions to sections of a street (approximately 50%):** this approach should be used when the parking problems are limited to a few streets and most of the properties have off-street parking. It will initially be used in residential streets around some public transport stations. Typically P2 time restrictions are used and no permits are issued under this approach.

7.9.2 Summary of best practice in permit parking schemes

Very few permit parking schemes are identical. Best practice can be achieved by collating the key findings and procedures implemented at other councils in Australia.

- Permit information documents provide accessible and easy to understand information to residents and other interested permit applicants. The most accessible documents have a user-friendly layout and are available in PDF format for download on the Council's website.
- Some Councils include permit terms and conditions in their permit application forms. This is an important inclusion as the information relevant to the allocation, use and management of permits is readily accessible to the applicant, who may otherwise be unaware of the information
- The holder of the permit is never guaranteed a parking space and this is to be emphasised in all permit documents.
- A fee is usually charged for permits to recoup the costs of administering, operating and monitoring the permit system and maintaining the signage and to discourage unnecessary applications.
- A maximum of two RPP are usually issued to the occupier of a residential property and the number of permits issued is reduced by one permit per off-street parking space. It is not clear whether a permit concession is granted if an off-street space has been converted to another use such as a shed or additional accommodation.
- Permits are not issued for occupants of high rise buildings, new multi-unit developments or for dwellings located in the town centre.
- RPP include the vehicle registration number. This assists with monitoring compliance.
- Permits are assigned to streets or specific PCA's via a coding system to protect the residents privacy
- Strict penalties apply for the misuse of permits including fines or the permit being revoked. Anecdotally the risk of cancellation/revocation of the permit is the most effective sanction to ensure compliance¹⁵.
- Administration costs are significantly reduced where application of permits is on-line.
- Labour costs are reduced with technology which provides immediate wireless verification of a valid RPP, the vehicle registration it is linked to and the location where it is parked.
- Increasingly more ticket machines are installed in permit areas providing residents with exemptions, but generating income from the shared use of on-street bays during business hours.
- Residential permit systems and quantities vary, but they generally always require payment.

7.9.3 Residential parking zones

It is recommended that residential parking zones should have a time limit across the zone to prioritise short-term parking and deter commuter parking. Residents should be able to purchase parking permits to allow an exemption to the time restriction.

¹⁵ Per Leichhardt Council

Due to the permit applying to the zone it does not guarantee a parking space in the resident's street and there will be a cap on the total number of permits available (as a percentage of overall spaces within a zone) to ensure that the scheme is sustainable.

To cater for local businesses, residential visitors and tradespeople, there will be the ability to pay for a full days parking within a residential parking zone. A residential parking zone will also free up parking space for customers of local businesses. The daily price should be adjusted either up or down using the principles of demand responsive pricing.

7.9.4 Parking permit allocation and fees

When consulting on the introduction of a residential parking zone the City should invite expressions of interest to determine likely parking permit demand. Parking permits should then be allocated based on a priority system. One permit should be allocated to each priority category before issuing a second permit. This will continue if required until the total cap on permits is reached.

Parking permits are for residents in the applicable area and proof of address and registration details will be required. Residential parking permits will be issued by vehicle registration number and on an annual basis. The fee for parking in a residential parking zone will be set to recover the costs of administering the scheme including regular monitoring.

When considering the implementation of permit parking schemes, authorities should assess both the short and long term compatibility of permit scheme objectives with any adopted (or future) strategic initiatives associated with transport demand management and/or consolidated parking.

Permit parking schemes are intended to give priority parking to those who may be disadvantaged by others taking the limited parking space available. Prior to introducing a permit parking scheme, a parking study and appropriate planning and consultation with appropriate organisations such as state road authorities and planning authorities must be carried out.

Permit schemes should not apply to spaces where the general time limit is less than one hour parking, because these spaces are usually in high demand for short-term parking generated by a nearby activity.

7.9.4.1 Types of Permit Parking Schemes

Types of permit parking schemes with corresponding permits and their applications are given below. It should be noted that some of the listed schemes might not be applicable in some jurisdictions depending on the legislation applying.

- **Resident Permit Parking Scheme:** used where residents have limited or no off-street parking and have difficulty parking near their residences.

There are two types of controls that may be used to bring into effect a resident permit parking scheme:

1. Time Limits with Resident Vehicles Exceptions

In these schemes a time limit is imposed on vehicles parking on the street and permits are available to exempt residents' vehicles from these limits. The existence of the resident parking scheme is indicated by a plate underneath the time limit parking signs.

Time limits in these areas should not be shorter than one hour, and a two or four hour limit generally provides well for visitors, while discouraging commuter parking

2. Permit Zones

Where parking on the particular side of the street is exclusively for permit holders, with all other vehicles prohibited from stopping, then a permit zone should be used. This type of restriction will only be appropriate where there is a very heavy demand for resident parking and it is necessary to ban all other vehicles. This type of restriction has a disadvantage that it prevents visitors' vehicles from being parked in the zone.

This restriction includes the common situation adjacent to university campuses and on the fringe of the city CBD whereby certain lengths of on-street parking are commonly restricted to residents only during the daytime on weekdays.

- **Residents Visitors Parking Scheme:** similar to Resident Parking Scheme but used to allow a visitor of a local resident to park nearby.
- **Business Parking Scheme:** used where business people have no off-street parking and have difficulty parking near their business premises. These schemes should be restricted to relatively small and easy to regulate PCA's.
- **Special Event Parking Scheme:** used where parking from a major venue spills into a substantial adjoining area affecting residences or businesses.

7.9.4.2 Features

The following features are common to all parking permit schemes:

- A parking authority must set a list of eligibility criteria before issuing a permit and these should be incorporated in the permit application form. Fees may be levied for issuing parking permits but ideally they should not be set with the intention of making a profit but rather to recoup the costs associated with administering, operating, and maintaining the scheme. A restriction may be placed on the number of permits issued to each household and this restriction should be linked to the supply and demand for parking in the defined area. Only some classes of vehicle may be eligible, and this aspect should be stipulated in the criteria.
- The validity period of permits should be clearly identified.
- There should be a limit placed on the number of permits to be issued based on the capacity of the area to absorb on-street parking.
- The permit does not give exemption from other parking restrictions and laws.
- A permit scheme can be introduced in conjunction with permissive parking or pay parking schemes and may apply on a street-by-street or an area-wide basis as indicated by parking signs. For a permit scheme in a time restricted parking area, the permit area number or other identifier can be indicated on a plate or sticker below the sign. The word 'Excepted' must not be used on the permissive parking sign (see AS 1742.11). For Permit Zones, the sign must indicate the category of permit holder, e.g. 'Staff', but the words 'Only' or 'Excepted' must not be used.
- Only parking authorities can issue a permit, and they may do so for multiple areas at their discretion. The circumstances for the re-issuing of permits when lost, stolen or circumstances change must be clear. Penalties for fraudulent representations for, or use of, permits should be identified, as should the criteria for the cancellation of a permit.

- If permits are to be transferable, the conditions (if any) of their transfer should be specified.
- The permit must display information specific to the permit parking scheme including the nature of exemption permitted, e.g. exemption from existing parking fees and/or time restrictions.
- A permit holder can only get exemption from the times or charges when the holder's vehicle is parked in a permit parking space located within a parking area or road specified in the permit and designated by the parking authority for use by holders of such a permit. This is done by making sure that the area identifier on the parking sign corresponds with the area identifier shown on the permit. The permit needs to be displayed inside the vehicle to be in force.
- The holder of a permit can park in any part of the defined area or street for which the permit is applicable but they may not be guaranteed a space. If a space is guaranteed by the scheme then the location of that space should be clearly identified.

7.9.5 New developments

It is recommended that to protect the sustainability of residential parking schemes, new developments within residential parking zones should not be eligible for parking permits.

This will avoid developers passing on the costs of providing parking to ratepayers. Developers and new residents associated with new developments have a responsibility to ensure they have sufficient off-street parking to meet their needs.

The City should prepare information to assist developers, new buyers and tenants in understanding the new restrictions.

7.9.6 Technology and enforcement

It is recommended that the City should make use of new technology to ensure that residential parking zones remain an effective solution for managing parking demand and reducing the impact on residents.

Parking permits consist of labels that need to be displayed inside a vehicle's windscreen. This can be a time-consuming process and results in residents not being issued with a permit immediately. The City should consider an online and phone application system linking permits to vehicle registration. This will allow residential and visitor permits to be issued immediately (subject to verification of eligibility).

The linking of permits to vehicle registration reduces the potential for misuse and allows for the implementation of technology, such as licence plate recognition (LPR) cameras for enforcement. LPR consists of an in-vehicle camera that reads and recognises each vehicle's licence plate. LPR can identify whether the vehicle has overstayed the time restriction and if the vehicle has a permit. LPR therefore has the potential to become a key element of an effective, automated enforcement system that protects permit holders.

The City should implement new technology to transform the customer experience and allow for effective management of residential parking schemes.

7.9.7 Implementing residential parking zones

The implementation of a residential parking zone should be considered when:

- parking occupancy is regularly above 85% occupancy at peak times
- multiple requests are received for a parking zone.

Residential parking zone should have the following components:

- a time restriction across the zone, typically two hours
- restrictions will apply at different times depending on the specific situation, but typically Monday to Friday (excluding public holidays)
- the number of residential permits will be capped at a percentage of the total number of parking spaces
- parking permits will be issued based on priority.

Recommendations recently made relating to a residential permit scheme in the City of Subiaco cover:

- permit types
- streets for the permits to be operational in
- eligibility
- designated permit areas
- scope and allocation of permits
- method of application for a permit
- fees
- validity periods
- renewal of permits
- permit stickers
- administration of the scheme
- permit misuse
- Discretion of the City
- Application process
- Monitoring and enforcement.

8 Cash-in-lieu

Many cities give developers the option to pay a fee in-lieu of providing the required number of parking bays imposed by parking ratios. Cash-in-lieu is particularly beneficial when parking needs to be limited.

8.1 Benefits of cash-in-lieu

Cash-in-lieu provides many benefits (as summarised by Shoup¹⁶).

Flexibility. Developers gain a new option. If providing all the required parking bays on-site would be difficult or too expensive, developers can pay the cash-in-lieu fee instead of constructing bays.

Shared parking. Public parking bays built with cash-in-lieu revenue allow shared use among different sites whose peak parking demands may occur at different times (e.g. a bank and a bar), and fewer bays are needed to meet the combined peak parking demands.

Park once. When all businesses have individual parking bays (as is currently the case in the Southport Street area), they want only their own customers to park there. Once customers have left the premises, the owners want them out of the parking bays as soon as possible, requiring the customers to drive to another parking area in order to make a second stop in a nearby business. Shared public parking allows drivers to park once and visit multiple sites on foot, thereby reducing vehicle traffic and increasing pedestrian traffic.

Historic preservation. Parking requirements can discourage adaptive reuse of historic buildings if the additional parking bays required for a new use are difficult to provide on-site. By removing the requirement for on-site parking bays, cash-in-lieu fees make it easier to restore historic buildings and to rehabilitate historic areas.

Consolidation. Some cities also allow developers and property owners to pay cash-in-lieu fees to remove **existing** required parking bays. This option consolidates scattered parking bays, assists infill development, improves urban design, and encourages conversion of parking areas to higher-and-better uses that provide more services, yield more revenue, and employ more people. All property owners, not just developers, can use more of their land for buildings and less for parking.

Fewer variances. Where providing the required parking is difficult, developers often request variances to reduce the parking requirements for their sites. These variances weaken the general plan, require administration, and can create unearned economic windfalls for some developers but not others. By making fewer variances necessary, cash-in-lieu fees allow cities to create a level playing field for all developers.

Better urban design. Parking requirements typically result in at-grade parking for smaller buildings that cannot support the expense associated with providing their own deck parking. Because cash-in-lieu fees allow businesses to meet their parking requirements without on-site parking, they allow continuous storefronts without 'dead' gaps created by parking or parking driveways. Public parking structures consume less land than would be required if each site provided its own on-site parking, and cities can place the structures where they interfere least with vehicle and pedestrian circulation. The cash-in-lieu policy thus contributes to a better-looking, safer and more walkable environment.

¹⁶ The High Cost of Free Parking by Donald C Shoup. American Planning Association 2005. Chapter 9 at p.231.

True value: Another important purpose of cash-in-lieu is that it reveals the high cost of providing parking bays especially if they will be subject to a low parking fee or are expected to be provided at no charge. Developers have the choice to pay for or provide their own parking and the flexibility to charge a fee for its use, or provide it for free. Note that developers who pay the cash-in-lieu do not subsidise the commercial centre, and the commercial centre does not subsidise developers. Instead, developers subsidise parking.

8.2 Concerns

It is recognised¹⁷ that there are drawbacks to cash-in-lieu. However, developers' concerns as well as potential solutions are summarised below.

Lack of on-site parking. Parking is a valuable asset for any development, and a lack of on-site, owner-controlled parking can reduce a development's ability to attract tenants and customers and thereby reduce the value of the investment. This may be a valid objection, but its solution is simple: developers can provide the required parking rather than pay the cash-in-lieu fee.

High fees. Cities may not build and operate parking facilities as cheaply as the private sector. Cities may pay extra to improve the architectural design of parking structures and these higher costs may increase the cash-in-lieu fees. Although this might happen, most cities set their cash-in-lieu fees lower than the full cost of providing a public parking space.

No guarantees. Cities use the cash-in-lieu fee revenue to finance public parking, but they do not guarantee when or where the bays will be provided. To address this concern, some cities build the public parking first and accept cash-in-lieu fees only for the number of public bays already provided. The cities then use the cash-in-lieu fees to retire the debt incurred to finance the bays. Other cities, such as the City of Vincent, are obliged to refund the in-lieu fees if they have not built the public parking within a certain time. Cities can also allow developers to defer payment of the cash-in-lieu fees until the public parking bays are built.

Fewer parking bays. Cities use cash-in-lieu fees to finance public parking bays, but they do not commit to provide one public space for every private space not provided. Often they provide fewer. Some provide two public parking bays for each three cash-in-lieu fees paid. When this happens, the cash-in-lieu programs reduce the total number of parking bays. A smaller parking supply may lead to fewer customers and put businesses at a competitive disadvantage. There are two responses to this last concern. First, the more efficient use of shared public parking enables a smaller parking supply to meet the combined peak parking demand. Instead of many individual parking areas being underused much of the time, the city has fewer but larger parking facilities used throughout the day. Second, if the city collects cash-in-lieu fees to finance public parking bays instead of granting variances to reduce parking requirements, the cash-in-lieu policy actually increases the parking supply.

8.3 City of South Perth

The City has the discretion to offer car parking reductions for some non-residential developments, or to estimate a cash-in-lieu payment for the deficit bays between what is required under TPS6 and the number of bays which are prepared to be provided for a development.

¹⁷ The High Cost of Free Parking by Donald C Shoup. American Planning Association 2005. Chapter 9 at p.232.

According to Section 6.3A (clause 4) of the TPS6 (Appendix E – 6.3A Cash in Lieu of Car Parking Bays) cash-in-lieu in South Perth may include:

- a) The value of land on which deficit bays may be constructed
- b) The cost of constructing the deficit bays
- c) The cost of installing signs, facilities or equipment to regulate the permissible period of occupation.

However, according to clause 8 of the same section of that document, “for all comprehensive new development within Special Control Area SCA1 South Perth Station PCA, cash payments in lieu of providing the minimum number of car parking bays on the development site as prescribed in Table A of Schedule 9 [of TPS6] are not permitted”.

In addition, the City may allow a reduction in the number of bays required for non-residential uses in accordance with Policy P315 Car Parking Reductions for Non-Residential Developments (see Appendix F – Policy P315 Car Parking Reductions for Non-Residential Development).

8.4 Options for South Perth

The City has several options to raise funds for the construction of shared parking in existing developed areas:

- amend the Cash-in-lieu formula to exclude land costs as it varies from location to location and requires regular valuations
- charge a fee based on land and construction costs
- implement compulsory cash in lieu for all new developments based on construction only
- offer a discount on the true cost. This varies from nil to 30% (Stirling City Centre) to 50% (Subiaco)
- offer 80% of the true land and construction cost for 50% of the bays claimed as cash in lieu, and then at the construction cost only for the remaining bays claimed. This will encourage developers to build less bays

It would be practical for the Cash-in-lieu fee to be discounted by the City to a maximum of 50%, subject to the development meeting any of the following criteria:

- The developer can show access to alternative options to accommodate the transport access requirements of those potential users of the development for whom on-site parking will not be provided
- There exists adequate provision for car parking in the proximity of the proposed development
- The development will contribute significantly to the streetscape and will encourage the upgrading of the locality
- The City is satisfied that convenient public transport facilities are available to satisfy the transport access demands of employees, residents and visitors to the development.

This discount would provide a benefit to both the City and the developer, and thereby encourage investment.

Note: A developer shall not receive the benefit of both a reduction in the parking ratios and the discount on the cash-in-lieu fee. The city may grant a reduction of up to the stated maximums either under the Car Parking Reductions Policy or under cash-in-lieu but not both.

8.5 Stirling City Centre

Another option is to implement compulsory cash-in-lieu for all new developments as recommended for the new Stirling City Centre where parking supply will be severely constrained by the capacity of the road network. For the Stirling City Centre, SKM¹⁸ in association with Luxmoore Parking Consulting proposed the following principles for cash-in-lieu:

- All cash-in-lieu revenue shall be hypothecated for improvements to transport infrastructure for public transport, walking or cycling, or for the provision of public parking within the city centre.
- The cash-in-lieu payment shall be based on a proportion of the cost of provision of a parking bay, including the cost of land.
- The benefit of the cash-in-lieu payment shall increase as the level of on-site parking is decreased in a manner that ensures the overall cost to the developer is reduced.

8.5.1 Residential cash-in-lieu

Cash-in-lieu for each residential dwelling in the Stirling City Centre is proposed to be based on a fixed cost and a variable cost. The costs will be taken as a proportion of the discounted cost of a parking bay and indexed each year. It is proposed that two charges are introduced:

- A fixed cash-in-lieu is based on 10% of the discounted cost of a parking bay.
- A variable cash-in-lieu, which increases as the amount of parking provided decreases below 1 bay/unit. The cash-in-lieu payment to be set at 30% of the cost saving from the reduced level of parking provided, e.g. if 0.6 parking bays/unit is provided on site, the variable cash-in-lieu is calculated at 0.4 bays of the discounted indexed cost of a parking bay.

8.5.2 Non-residential cash-in-lieu

Cash-in-lieu for non-residential development in the Stirling City Centre would contain a fixed and a variable component:

- A fixed cash-in-lieu payment to be set at 50% of the discounted cost of a parking bay.¹⁹
- A variable cash-in-lieu which increases as the amount of parking is reduced below the maximum level of parking permitted. The variable cash-in-lieu payment is to be set at 50% of the saving from the reduced level of parking at the discount rate.

¹⁸ Stirling City Centre Access and Parking Strategy PB50196. SKM 13/08/2011.

¹⁹ Discounted cost is 75% of construction and land cost to the developer.

8.6 Use of funds

Clause 3 of Section 6.3A of the TPS6 requires the City to spend income from Cash-in-lieu in one of the following ways:

- a) To provide additional transport infrastructure in the vicinity of the development site, or
- b) To acquire land for the provision of additional transport infrastructure.

Limiting the use of cash-in-lieu generated funds to provide public parking is restrictive and assumes that additional parking is both necessary and desirable. In view of the importance of integrating transport policy and management and the competition for limited funding, it is clearly desirable that the funds raised be available for transport purposes in general. This should include services, new technologies and infrastructure, such as funding a shuttle bus to serve the commercial centres.

When a cash-in-lieu submission is provided for consideration it must be signed by the owner of the premises and not by any business owner or tenant as it is the owner who will obtain the long-term benefit of any cash-in-lieu concession.

It is recommended that the following are incorporated into the parking cash-in-lieu policy for the City.

It is recommended that a cash-in-lieu fee for all projects is charged, but with a regular adjustment to the fee. The fee is to be based on a formula which takes into account the land value for each commercial centre set by the City every 2 years and the cost of construction.

Criteria

Property owners/developers may apply to make payments to a parking cash-in-lieu fund as an alternative to providing a proportion of required on-site parking in cases where:

- The City may consider it undesirable for efficiency, traffic operation, pedestrian amenity, traffic demand management, achievement of transport objectives or other reasons for the specified parking to be provided totally on-site, or
- The physical constraints of the site (including geophysical constraints, small block size, etc.) make on-site provision impracticable, or
- It is impractical, because of the need to construct basement parking lower than two levels, owing to the significant cost associated with deep basement parking spaces.

All applications are to be signed by the owner of the premises and accompanied by a Parking Control and Management Plan.

Payment basis

Property owners/developers complying with the criteria shall make payments in lieu of providing a proportion of required on-site parking in accordance with the following:

- Not less than the sum of the construction cost to the owner plus the value of that area of the applicant's land that would have been allocated to parking spaces including access and manoeuvring areas.

The value of the land shall be based on an independent valuation that is current at the time of the application.

The following formula is proposed for the calculation of the fee in South Perth.²⁰

$$C = (A1 * (((A2/A3) * A4) + A5 * A6))$$

The six variables for the formula are set out in Table 8-1. It requires a land value for each PCA and a construction cost per space. The land value should be based on a valuation for each PCA set by the City every 2 years.

Table 8-1: Variables for formula

Variable name	Unit	Variable description
C	\$	Total cash-in-lieu contribution
A1	spaces	Number of parking spaces required under planning scheme which are not being supplied
A2	m ²	Land area per space
A3	levels	Number of building levels (including parking levels)
A4	\$/m ²	Land value per m ²
A5	m ²	Floor area per parking space
A6	\$/m ²	Construction cost per parking space

The six variables for the formula are set out in. It requires a land value for each PCA and commercial centre and a construction cost per space. The land value would need to be reviewed every two years.

This fee sets the benchmark for the true cost that would otherwise be incurred by the lessee/developer.

- **The fee may be discounted by the City to a maximum of 50%, subject to the development meeting any of the following criteria and no other reduction on parking supply having been permitted:**
 - **The developer can show access to alternative options to accommodate the transport access requirements of those potential users of the development for whom on-site parking will not be provided**
 - **There exists adequate provision for car parking in the proximity of the proposed development**
 - **The development will contribute significantly to the streetscape and will encourage the upgrading of the locality**
 - **The City is satisfied that public transport facilities are available to satisfy the transport access demands of employees, residents and visitors to the development.**

The agreed fee shall be paid in two equal instalments, one immediately prior to commencement of the development and the balance prior to practical completion of the development.

²⁰ ACT Government, Parking Supply Option Study, Luxmoore Parking Consulting Report No. 001239, 24 May 2010.

Allocation of income

Income received as parking cash-in-lieu be allocated to a special fund for accessibility improvements including:

- purchase of land for parking
- construction of parking spaces by council or within a joint venture
- a shuttle bus service in the City
- improving parking information systems
- real-time transit information system
- security lights and improved pathways to access parking area
- cycle paths and other cycling support facilities
- upgrading the design of on-street parking facilities
- increased resources and technology for monitoring parking compliance.

An example of the how a 20% discount would apply is shown in Table 8-2 below. It illustrates the win-win situation for developers and Council and other stakeholders.

Table 8-2 Recommended cash in lieu calculation

	Residential	Commercial
Land / bay	25 ² m (at-grade)	10 ² m (assume 3 deck)
Land cost / m ²	\$2,000	\$3,000
Land cost / bay	\$50,000	\$30,000
Construction cost / bay	\$2,800 (at-grade)	\$30,000 (deck)
True cost / bay	\$52,800	\$60,000
Cost of 10 bays	\$528,000	\$600,000
Less 20% discount	\$105,600	\$120,000
Benefit to developer	\$105,600	\$120,000
Income to Council	\$422,400	\$480,000

9 PCA Management Plans

9.1 Objectives of PCA management plans

Parking management plans need to be designed to make the most effective and efficient use of parking facilities. The City has identified 14 PCA's that require management plans as shown in Figure 1-1

Key objectives of parking management plans include:

- adequately catering to the demand generated by trip attractors in the PCA
- identifying parking supply and management policies and actions to support the short and longer term development of the PCA
- integrating parking location with the rail, bus, pedestrian and cycle networks
- integrating parking with urban design objectives.

Comprehensive parking management plans for each PCA will analyse alternative options and provide practical recommendations to implement the Parking Strategy and manage the City's parking supply more effectively.

The plans need to address all elements of the Strategy at a PCA level, and provide a series of recommendations on how the City's parking supply could be more effectively managed. The parking management plans will:

- Consider parking controls for the City's current parking facilities, to achieve appropriate access to all user groups.
- Support objectives defined in the Strategy.
- Explore viability for introducing permits, visitor and residential permits.
- Make comment on current enforcement technology and processes, including suggestions for improvement.
- Provide consideration of the short, medium and long-term future impacts of development within each PCA, such as the proposed train station in South Perth Station PCA.

The plans will also consider:

- The type of parking control measures, such as length of stay and hours of operation.
- Provision of parking facilities that encourage use of scooters and motorbikes.
- Even distribution of parking controls to best service the need of user groups in the area.
- Ease of use, communication and understanding from a parker's perspective.
- Paid parking, considering ticket machines and convenient methods of payment including pay-by-phone.
- Best practice management structure.
- Enforcement of parking controls and compliance priorities.
- Methodology for evaluating the success of the implemented changes.

9.2 Parking management implementation framework

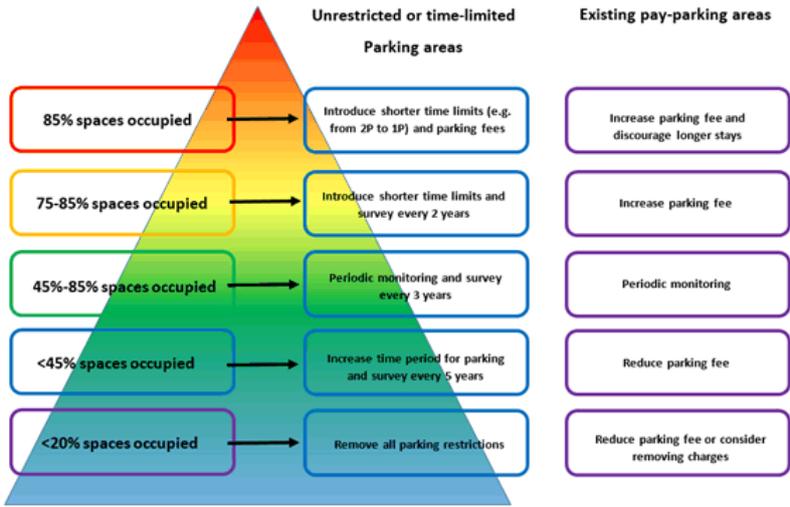
Parking management plans for each PCA will vary, but adopting a consistent framework for the implementation of demand management controls in each PCA will ensure greater availability of parking. Linking this with parking and access information in many different forms, as well as improved compliance will not only ensure a better perception of parking, but will result in a more equitable allocation of scarce parking bays to all user groups.

Table 9-1 sets out broad guidelines for the development of parking management plans in the City.

Table 9-1: Parking management implementation framework

Steps	Recommendations	Ref Section Parking Strategy								
<p>1. Survey parking occupancy in PCA</p>	<p>Occupancy surveys need to be conducted so that parking management plans can be based on empirical data and not a reactive approach to perceived issues. Results of occupancy surveys will determine what parking controls if any need to be implemented including whether paid parking and resident parking permits are required.</p> <p>It is important that parking surveys are performed periodically so that comparative analyses of occupancy rates can be performed. Table 9-2 shows the frequency at which the City should perform parking surveys according to previously measured peak time occupancy.</p> <p>Table 9-2: Survey frequency</p> <table border="1" data-bbox="400 1160 1145 1294"> <thead> <tr> <th>Peak Occupancy Rate</th> <th>Survey frequency</th> </tr> </thead> <tbody> <tr> <td><50%</td> <td>3 years</td> </tr> <tr> <td>50-80%</td> <td>2 years</td> </tr> <tr> <td>>80%</td> <td>1 year</td> </tr> </tbody> </table> <p>Comparative surveys are essential in determining the effectiveness of parking management plans and are the basis for introducing or changing parking control measures.</p>	Peak Occupancy Rate	Survey frequency	<50%	3 years	50-80%	2 years	>80%	1 year	<p>4.6</p>
Peak Occupancy Rate	Survey frequency									
<50%	3 years									
50-80%	2 years									
>80%	1 year									
<p>2. Determine user groups that need to be catered for in PCA</p>	<p>When different parking user groups are competing for the same parking space and demand exceeds the supply, a saturation of parking facilities occurs. There needs to be recognition of different user priorities through the introduction of a parking hierarchy. Section 4.3.1 details each parking user group and their priority requirements.</p> <p>The objectives of the parking hierarchy are to uphold the safety and convenience of all road users, encourage the use of alternative transport modes such as walking, bus, train and cycling, promote equitable and transparent allocation of parking spaces</p>	<p>4.3</p>								

	<p>across all user groups and facilitate consistent decision-making regarding parking infrastructure.</p> <p>Table 9-3 details the priority that each user group should be given for on and off-street parking within and outside commercial centres.</p> <p>Table 9-3: Parking user group hierarchy</p> <table border="1"> <thead> <tr> <th rowspan="2">Priority</th> <th colspan="2">Commercial centre</th> <th colspan="2">Outside commercial centre</th> </tr> <tr> <th>On-street</th> <th>Off-street</th> <th>On-street</th> <th>Off-street</th> </tr> </thead> <tbody> <tr> <td rowspan="6"> Essential  Least important </td> <td>Loading</td> <td>Disability permit holders</td> <td>Public transport</td> <td>Long-stay/commuter</td> </tr> <tr> <td>Public transport</td> <td>Short to medium-stay</td> <td>Residents</td> <td>Short to medium-stay</td> </tr> <tr> <td>Drop-off/pick-up</td> <td>Drop-off/pick-up</td> <td>Short to medium-stay</td> <td>Drop-off/pick-up</td> </tr> <tr> <td>Short to medium-stay</td> <td>Loading</td> <td>Disability permit holders</td> <td>Park and Ride</td> </tr> <tr> <td></td> <td>Motorcycle/scooter</td> <td>Loading</td> <td>Residents</td> </tr> <tr> <td>Motorcycle/scooter & cyclists</td> <td>Long-stay/commuter & residents</td> <td>Long-stay/commuter</td> <td>Motorcycle/scooter</td> </tr> <tr> <td rowspan="2">Not allowed in this zone</td> <td>Disability permit holders</td> <td>Cyclists</td> <td>Drop-off/pick-up & motorcycle/scooter & cyclists</td> <td>Disability permit holders & loading & cyclists</td> </tr> <tr> <td>Long-stay/commuter & park and ride</td> <td>Park and ride</td> <td>Park and ride</td> <td>Public transport</td> </tr> <tr> <td></td> <td>Residents</td> <td>Public transport</td> <td></td> <td></td> </tr> </tbody> </table>	Priority	Commercial centre		Outside commercial centre		On-street	Off-street	On-street	Off-street	Essential  Least important	Loading	Disability permit holders	Public transport	Long-stay/commuter	Public transport	Short to medium-stay	Residents	Short to medium-stay	Drop-off/pick-up	Drop-off/pick-up	Short to medium-stay	Drop-off/pick-up	Short to medium-stay	Loading	Disability permit holders	Park and Ride		Motorcycle/scooter	Loading	Residents	Motorcycle/scooter & cyclists	Long-stay/commuter & residents	Long-stay/commuter	Motorcycle/scooter	Not allowed in this zone	Disability permit holders	Cyclists	Drop-off/pick-up & motorcycle/scooter & cyclists	Disability permit holders & loading & cyclists	Long-stay/commuter & park and ride	Park and ride	Park and ride	Public transport		Residents	Public transport			
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	Residents	Public transport																																																
<p>3. Introduce parking controls in line with survey findings</p>	<p>Where parking demand is high, the City should apply various parking restrictions to achieve a target peak occupancy rate of 85% for on and off-street parking. An occupancy rate of 85% means that the parking resource is well used but people can still easily find a space, thus reducing customer frustration. It will also save cruising time, reduce traffic, conserve energy, improve air quality and influence and contribute to traffic calming and parking management. In some precincts it may also generate income to the City. Parking management controls should be related to the level of excessive demand that is required to be managed.</p>	<p>4.7</p>																																																

	<p>There are different parking controls that can be used to manage on and off-street parking. It is important that decisions to change or introduce parking controls are based on sound principles and comparative survey data rather than a reactive approach to complaints. It is also useful for the public to understand how decisions to amend parking controls are made.</p> <p>Figure 9-1 shows the framework for the implementation of parking controls based on surveyed occupancy rates.</p>  <table border="1" data-bbox="400 577 1190 1084"> <thead> <tr> <th>Occupancy Level</th> <th>Unrestricted or time-limited Parking areas</th> <th>Existing pay-parking areas</th> </tr> </thead> <tbody> <tr> <td>85% spaces occupied</td> <td>Introduce shorter time limits (e.g. from 2P to 1P) and parking fees</td> <td>Increase parking fee and discourage longer stays</td> </tr> <tr> <td>75-85% spaces occupied</td> <td>Introduce shorter time limits and survey every 2 years</td> <td>Increase parking fee</td> </tr> <tr> <td>45-85% spaces occupied</td> <td>Periodic monitoring and survey every 3 years</td> <td>Periodic monitoring</td> </tr> <tr> <td><45% spaces occupied</td> <td>Increase time period for parking and survey every 5 years</td> <td>Reduce parking fee</td> </tr> <tr> <td><20% spaces occupied</td> <td>Remove all parking restrictions</td> <td>Reduce parking fee or consider removing charges</td> </tr> </tbody> </table> <p>Figure 9-1: Parking framework</p>	Occupancy Level	Unrestricted or time-limited Parking areas	Existing pay-parking areas	85% spaces occupied	Introduce shorter time limits (e.g. from 2P to 1P) and parking fees	Increase parking fee and discourage longer stays	75-85% spaces occupied	Introduce shorter time limits and survey every 2 years	Increase parking fee	45-85% spaces occupied	Periodic monitoring and survey every 3 years	Periodic monitoring	<45% spaces occupied	Increase time period for parking and survey every 5 years	Reduce parking fee	<20% spaces occupied	Remove all parking restrictions	Reduce parking fee or consider removing charges	
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<p>4. Demand-responsive parking controls</p>	<p>It is important to define the objectives for parking controls in order to determine how controls will be structured:</p> <ul style="list-style-type: none"> for traffic management – peak period parking controls should be structured to encourage a shift in travel modes or times. for parking management – parking controls during peak demand periods and at the most convenient locations should be structured to generate a maximum 85% occupancy rate. <p>Demand-responsive control means that the fees and time restriction placed on parking will be adjusted based on parking demand data. Fees and time restrictions will be adjusted up or down with the goal of maintaining on average 85% occupancy at peak times.</p> <p>Each PCA should be divided into smaller zones. These zones will be a collection of streets with broadly similar parking demand profiles. The zones may change over time in order to better manage demand. The parking controls should be uniform across each zone within the PCA's.</p>	<p>7.7</p>																		

To achieve effective demand responsive controls, comparative occupancy surveys need to be performed periodically as explained in step 1 above.

Figure 9-2 shows an example of demand responsive pricing for 2P paid ticket parking.

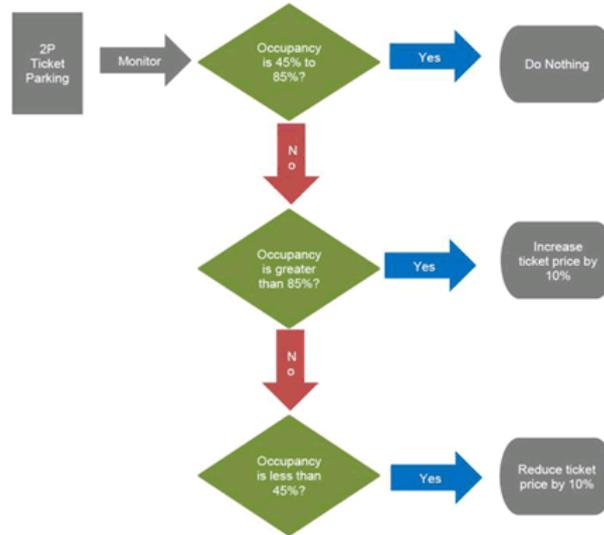


Figure 9-2: Demand responsive pricing

Parking management plans for each PCA need to address the above framework while also adhering to all recommendations set out in the Strategy.

The framework for the development of parking management plans set out above will ensure that parking in each PCA is consistently, effectively and efficiently managed. This will result in users generally being able to find parking close to their destination, improve the perception of parking availability, improve traffic management and reduce congestion.

10 Summary of reviewed documents

Luxmoore reviewed the following documents which are listed in date order:

- Town Planning Scheme No. 6 Amendments 25 and 30 (City of South Perth, 2013 and 2014)
- Policy P315 Car parking reductions for non-residential development (City of South Perth, 2013)
- Strategic Community Plan (City of South Perth, 2013)
- South Perth Station PCA – Transport and Access Strategy (GHD 2012)
- South Perth Station PCA Plan (The City of South Perth and the Western Australian Planning Commission 2011)
- State Planning Policy – Activity Centres for Perth and Peel (Western Australian Planning Commission 2010)
- South Perth Station and Peninsula Area Parking Study (Uloth, 2009)
- Integrated Transport Plan (City of South Perth 2006)

The key findings are summarised in Appendix D – Literature Review.

11 Recommendations for the City's parking strategy

The following consolidates the recommendations for long-term strategic direction for the City's Access and Parking Strategy.

Table 11-1: Recommendations and timeline

	Section and name	Recommendation	Page ref
4.1	<p>Support and encourage different forms of sustainable transport</p> <p>The City needs to prioritise access for pedestrians, cyclists, public transport users and people with disabilities, and make the most of public transport infrastructure, balanced with the needs of the City road network, including the need to minimise congestion. The existing public realm in the City for pedestrians, cyclists and public transport user needs to be significantly improved given the current dominance of vehicular traffic.</p> <p>The provision of convenient public transport is fundamental element of changing mode-share. Unfortunately the City has little influence over the State Government's program for Public Transport to and serving the City. If public transport lags development, there will continue to be a high mode share for the use of private vehicles.</p> <p>It is important to acknowledge that a Parking Strategy is only one part of an Integrated Transport Strategy which should also incorporate a road safety strategy, a green travel plan, a pedestrian strategy, a bicycle strategy, a local area traffic management plans and a specific parking management plans.</p> <p>Some of these are already in place in the City (e.g. the 2011-16 Bike Plan, the TravelSmart RoadWise Local Action Plan (2006)). There are other documents which provide information on alternative transport modes and parking. A new Integrated Transport Strategy is planned for the City for 2016 which should bring all the above topics together into an updated, cohesive policy and therefore achieve the sustainable parking principles outlined above.</p>	<p>Change the City's approach from the current predict and provide to a demand management approach whereby parking facilities are used more effectively and parking is proactively managed to align with the agreed strategy</p> <p>It is recommended that the City adopt five parking principles which are to underlie future strategies relating to travel behaviour:</p> <ul style="list-style-type: none"> f) Focus on people access not vehicle access g) Provide efficient and effective alternatives to car access h) Parking policy and strategy must support sustainable transport i) The appropriate amount of parking for the centre will be well below the unconstrained demand for parking j) The provision of parking requires a demand management, not a demand satisfaction approach 	17

Section and name	Recommendation	Page ref
<p>There is increasing recognition that sustainable cities require a balanced multi-modal transport system, and the parking system should support the transport system. In particular, parking supply, utilisation, location and price are primary factors relating to travel behaviour mode choice.</p> <p>It is recommended that the City adopt five parking principles which are to underlie future strategies relating to travel behaviour:</p> <p>Focus on people access not vehicle access</p> <p>This requires the development of innovative access programs targeted at a more active community.</p> <p>Provide efficient and effective alternatives to car access</p> <p>This requires the promotion of accessibility such as a park and ride facility or the availability of low fare or free buses, rather than the promotion of parking. The provision of high quality reliable public transport is a fundamental prerequisite for parking policies which seek to maintain supply within acceptable limits, reduce congestion and encourage alternative modes of transport.</p> <p>Parking policy and strategy must support sustainable transport</p> <p>The integration of commuter parking with public transport is a major opportunity to reduce the dependency on cars coming into a centre. Additionally, there is a need for better bicycle paths and quality end-of-trip bicycle facilities, as well as improved bus shelters with real-time information.</p> <p>k) The appropriate amount of parking for the centre will be well</p>		

	Section and name	Recommendation	Page ref
	<p>below the unconstrained demand for parking</p> <p>The available parking supply should be adequate, not excessive. It need not cater to occasional peak demand, or ensure that every driver will always be able to find a bay. Rather, it seeks to eliminate over-supply and unused capacity. Consolidated parking is a means of making better use of available supply. Sharing parking between multiple land uses and/ or businesses does not require each of them to provide their own parking. This ensures an adequate rather than excessive supply of parking and is particularly appropriate to the provision of overall parking in the commercial precincts.</p> <p>l) The provision of parking requires a demand management, not a demand satisfaction approach</p> <p>Controlling parking demand is the counterbalance to the management of parking supply, but it is far easier, more flexible and less expensive to make better use of existing parking capacity than to create additional parking. Parking management strategies recognise different hierarchies of users. Fees can be used to control demand and to encourage alternative modes. Additionally, improvements to transport and access infrastructure can be funded from additional income derived from parking.</p> <p>The future strategy for South Perth should therefore contain recommendations not only to curtail the supply of parking, but also to manage parking so as to constrain demand.</p>		

Section and name		Recommendation	Page ref																																																
	<p>Based on stakeholder feedback it is important that some of the net surplus generated from parking and enforcement is transparently reinvested into improved transport access, which may include upgrading parking facilities, the provision of better pedestrian and cycling access or public transport options.</p> <p>If the City intends to move towards a more sustainable, multi-modal transport system, there needs to be a commitment by all stakeholders to implementing such a policy to support these principles.</p> <p>Change the approach to parking</p>																																																		
4.3.2	Proposed hierarchy for the commercial centres	<p>A parking user hierarchy is to be implemented for different PCA's to support growth and intensification goals</p> <table border="1"> <thead> <tr> <th rowspan="2">Priority</th> <th colspan="2">Commercial centre</th> <th colspan="2">Outside commercial centre</th> </tr> <tr> <th>On-street</th> <th>Off-street</th> <th>On-street</th> <th>Off-street</th> </tr> </thead> <tbody> <tr> <td rowspan="5">Essential </td> <td>Loading</td> <td>Disability permit holders</td> <td>Public transport</td> <td>Long-stay/commuter</td> </tr> <tr> <td>Public transport</td> <td>Short to medium-stay</td> <td>Residents</td> <td>Short to medium-stay</td> </tr> <tr> <td>Drop-off/pick-up</td> <td>Drop-off/pick-up</td> <td>Short to medium-stay</td> <td>Drop-off/pick-up</td> </tr> <tr> <td>Short to medium-stay</td> <td>Loading</td> <td>Disability permit holders</td> <td>Park and Ride</td> </tr> <tr> <td>Motorcycle/scooter</td> <td>Motorcycle/scooter</td> <td>Loading</td> <td>Residents</td> </tr> <tr> <td rowspan="2">Least important</td> <td>Motorcycle/scooter & cyclists</td> <td>Long-stay/commuter & residents</td> <td>Long-stay/commuter</td> <td>Motorcycle/scooter</td> </tr> <tr> <td>Disability permit holders</td> <td>Cyclists</td> <td>Drop-off/pick-up & motorcycle/scooter & cyclists</td> <td>Disability permit holders & loading & cyclists</td> </tr> <tr> <td rowspan="2">Not allowed in this zone</td> <td>Long-stay/commuter & park and ride</td> <td>Park and ride</td> <td>Park and ride</td> <td>Public transport</td> </tr> <tr> <td>Residents</td> <td>Public transport</td> <td></td> <td></td> </tr> </tbody> </table>	Priority	Commercial centre		Outside commercial centre		On-street	Off-street	On-street	Off-street	Essential 	Loading	Disability permit holders	Public transport	Long-stay/commuter	Public transport	Short to medium-stay	Residents	Short to medium-stay	Drop-off/pick-up	Drop-off/pick-up	Short to medium-stay	Drop-off/pick-up	Short to medium-stay	Loading	Disability permit holders	Park and Ride	Motorcycle/scooter	Motorcycle/scooter	Loading	Residents	Least important	Motorcycle/scooter & cyclists	Long-stay/commuter & residents	Long-stay/commuter	Motorcycle/scooter	Disability permit holders	Cyclists	Drop-off/pick-up & motorcycle/scooter & cyclists	Disability permit holders & loading & cyclists	Not allowed in this zone	Long-stay/commuter & park and ride	Park and ride	Park and ride	Public transport	Residents	Public transport			20
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	Residents	Public transport																																																	
4.6	Parking Surveys	Parking occupancy in high demand areas should be surveyed regularly in the same format and at the same time each year to measure actual usage and to compare changing patterns of usage from year to year in different commercial centres	22																																																
	Parking Advisory Group	It is recommended that the City appoint an administrative Parking Working Group chaired by the Parking Manager, which is responsible for bringing forward issues that cross boundaries between the traditional administrative units.	21																																																
4.7	Introduce parking controls and eventually pay parking	All new parking controls or charges need to be constantly reviewed by the City and amended as necessary depending on the result of regular parking surveys	23																																																
		The City should evaluate the introduction of parking controls and eventually pay parking particularly in areas adjacent to major trip generators. These controls should be used to	23																																																

Section and name		Recommendation	Page ref
		encourage the use of alternative modes, but should also be set at a level which does not detract from the vitality of the city precincts	
4.8	Implement a consistent level of wayfinding, signage and parking restrictions	Public parking information should be applied and published uniformly across the entire City equally to council and privately owned public car parking areas	23
4.9	Review existing parking enforcement	The City to increase the effective allocation of parking enforcement resources in combination with improved technologies for monitoring compliance such as in-ground sensors, licence plate recognition cameras and parking meters. Schools should self-manage their peak-time parking demand through tools such as TravelSmart for Schools	25
4.10	Implement the requirements for a Parking Control and Management Plan (PCMP) for all new commercial or mixed used developments requiring more than 10 parking bays	The City implements a Parking Control and Management Plan to be provided with a development application for any project exceeding more than five bays	26
4.13	Build parking facilities – deck car park feasibility	The City to develop a plan to identify and prioritise potential sites for the construction of parking decks to serve the commercial centres	27
7.4	Private parking areas	The City gradually expands pay parking areas based on regular and comparative surveys of usage. Pay parking fees are to be structured to favour short-term users and encourage a high churn of spaces.	41
		The City increases the provision and enforcement of pay parking in privately owned public car parks and expands its enforcement resources and associated technology as appropriate to provide this service.	41
7.6	Parking intervention trigger	The City should apply various parking restrictions in areas of high demand to achieve a target peak occupancy rate (the average of the four highest hours in a day) of 85% for on-street parking. This means that the parking resource is well used but people can still easily find a space, thus reducing customer frustration. In other words, one parking space in every seven should be vacant. When peak parking occupancy is regularly above 85%, the City will recommend a change to the parking management approach. This is a	44

Section and name		Recommendation	Page ref
		recognised international approach to the best practice management of on-street parking.	
7.7.1	On-street demand-responsive pricing	<p>Introduce priced parking with no time limits in areas with high parking demand and a low availability of spaces. Prices for on-street parking will be set according to the following general principles:</p> <ul style="list-style-type: none"> • Prices for on-street parking will be set at levels that ensure people can find a car park most of the time within a short walking distance of their destination. • In general, if the data for demand for parking in an area is found to decrease, then prices should also decrease and vice versa. • On-street parking in commercial centres will be prioritised to support customers and other short-term visitors ahead of long-stay commuters and residents. Prices are more effective than time-limits at prioritising users in this way. • The way parking prices are set in different parts of the City should be transparent and based on up-to-date empirical evidence of parking demand patterns in that area and observed trends in these patterns over time. 	46
7.7.3	Occupancy surveys	Parking demand should be reviewed every one to three years depending on how variable the demand is in each particular price area	47
7.7.4	Price adjustment	Prices should be adjusted either up or down in response to the occupancy surveys undertaken. In each case the goal is to maintain an average of 85% occupancy, as much as practicable	47
7.7.5	Times of operation	Standard hours of parking restrictions should be 8 am to 6 pm Monday to Sunday. However, some PCA's in the City experience high parking demand in the evenings, and where this occurs, the City should implement expanded paid parking hours where necessary to manage demand in accordance with the general principles (section 7.7.1).	48

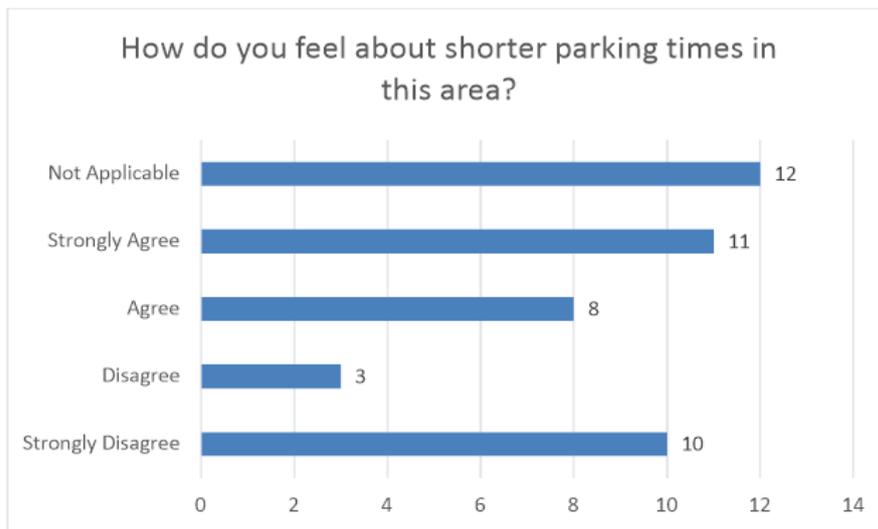
	Section and name	Recommendation	Page ref
7.9.2	<p>Summary of best practice in permit parking schemes</p> <p>Very few permit parking schemes are identical. Best practice can be achieved by collating the key findings and procedures implemented at other councils in Australia.</p> <ul style="list-style-type: none"> • Permit information documents provide accessible and easy to understand information to residents and other interested permit applicants. The most accessible documents have a user-friendly layout and are available in PDF format for download on the Council's website. • Some Councils include permit terms and conditions in their permit application forms. This is an important inclusion as the information relevant to the allocation, use and management of permits is readily accessible to the applicant, who may otherwise be unaware of the information • The holder of the permit is never guaranteed a parking space and this is to be emphasised in all permit documents. • A fee is usually charged for permits to recoup the costs of administering, operating and monitoring the permit system and maintaining the signage and to discourage unnecessary applications. • A maximum of two RPP are usually issued to the occupier of a residential property and the number of permits issued is reduced by one permit per off-street parking space. It is not clear whether a permit concession is granted if an off-street space has been converted 	Residential parking zones should have a time limit across the zone to prioritise short-term parking and deter commuter parking. Residents should be able to purchase parking permits to allow an exemption to the time restriction	50

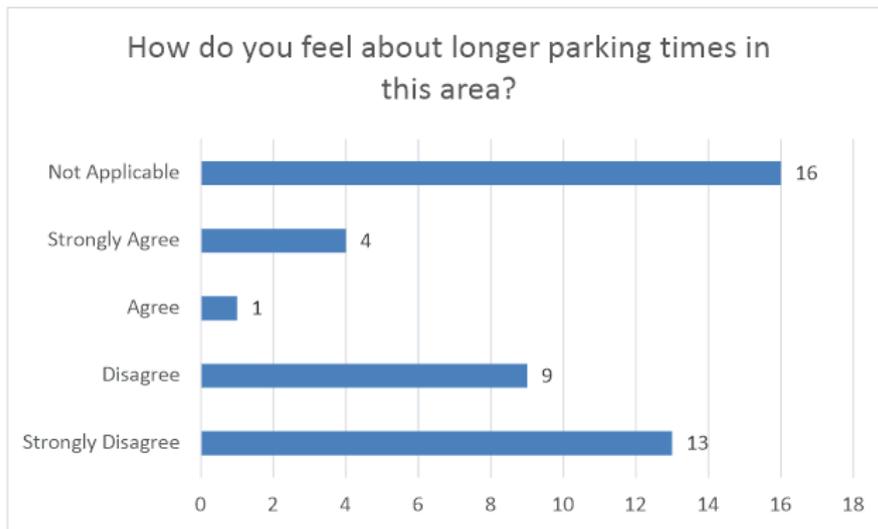
	Section and name	Recommendation	Page ref
	<p>to another use such as a shed or additional accommodation.</p> <ul style="list-style-type: none"> • Permits are not issued for occupants of high rise buildings, new multi-unit developments or for dwellings located in the town centre. • RPP include the vehicle registration number. This assists with monitoring compliance. • Permits are assigned to streets or specific PCA's via a coding system to protect the residents privacy • Strict penalties apply for the misuse of permits including fines or the permit being revoked. Anecdotally the risk of cancellation/revocation of the permit is the most effective sanction to ensure compliance. • Administration costs are significantly reduced where application of permits is on-line. • Labour costs are reduced with technology which provides immediate wireless verification of a valid RPP, the vehicle registration it is linked to and the location where it is parked. • Increasingly more ticket machines are installed in permit areas providing residents with exemptions, but generating income from the shared use of on-street bays during business hours. • Residential permit systems and quantities vary, but they generally always require payment. <p>Residential parking zones</p>		
7.9.5	New developments	To protect the sustainability of residential parking schemes, new developments within residential parking	53

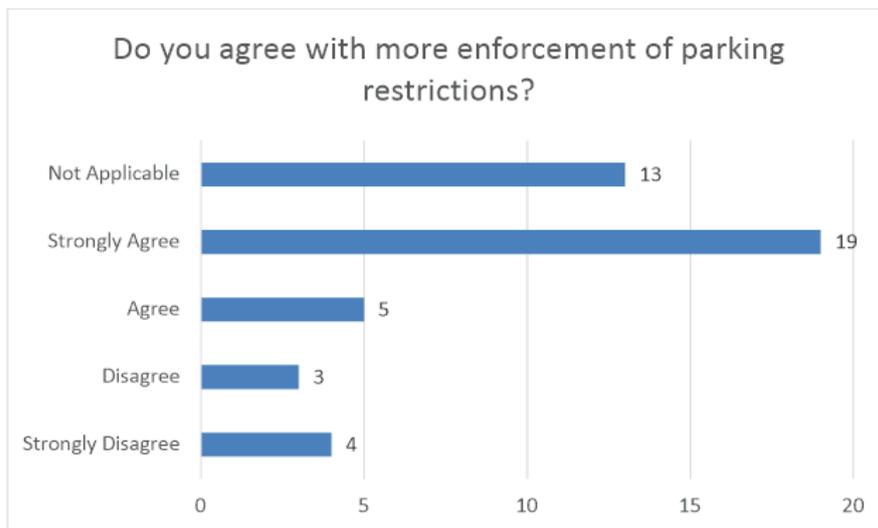
Section and name		Recommendation	Page ref
		zones should not be eligible for parking permits	
7.9.6	Technology and enforcement	The City should make use of new technology to ensure that residential parking zones remain an effective solution for managing parking demand and reducing the impact on residents	53
8.6	Cash-in-lieu - Use of funds	<p>A cash-in-lieu fee for all projects should be charged, but with a regular adjustment to the fee. The fee is to be based on a formula which takes into account the land value for each commercial centre set by the City every 2 years and the cost of construction.</p> <p>Criteria</p> <p>Property owners/developers may apply to make payments to a parking cash-in-lieu fund as an alternative to providing a proportion of required on-site parking in cases where:</p> <ul style="list-style-type: none"> - The City may consider it undesirable for efficiency, traffic operation, pedestrian amenity, traffic demand management, achievement of transport objectives or other reasons for the specified parking to be provided totally on-site, or - The physical constraints of the site (including geophysical constraints, small block size, etc.) make on-site provision impracticable, or - It is impractical, because of the need to construct basement parking lower than two levels, owing to the significant cost associated with deep basement parking spaces 	59
		<p>The fee may be discounted by the City to a maximum of 50%, subject to the development meeting any of the following criteria and no other reduction on parking supply having been permitted:</p> <ul style="list-style-type: none"> - The developer can show access to alternative options to accommodate the transport access requirements of those potential users of the development for whom on-site parking will not be provided - There exists adequate provision for car parking in the proximity of the proposed development 	59

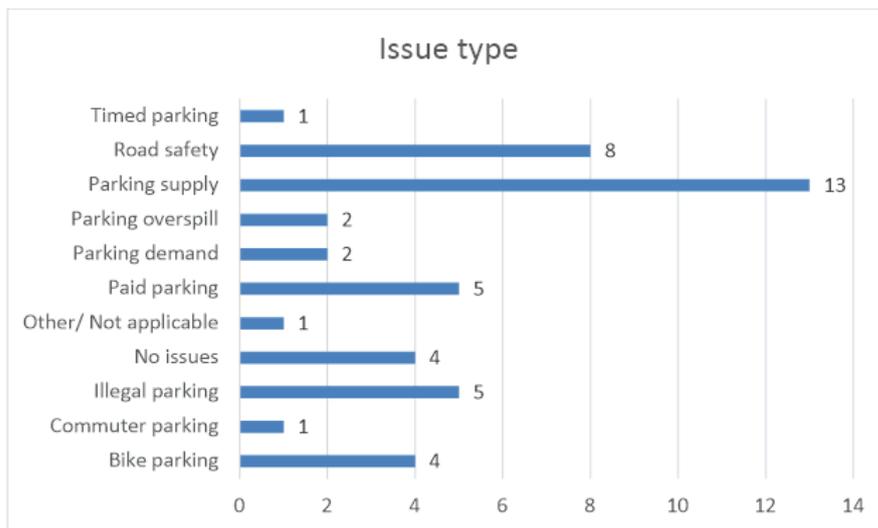
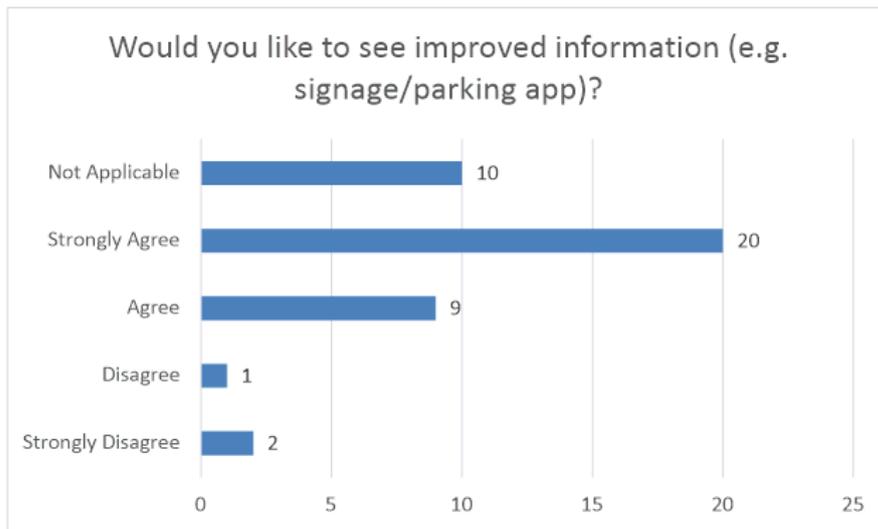
Section and name	Recommendation	Page ref
	<ul style="list-style-type: none">- The development will contribute significantly to the streetscape and will encourage the upgrading of the locality- The City is satisfied that public transport facilities are available to satisfy the transport access demands of employees, residents and visitors to the development	

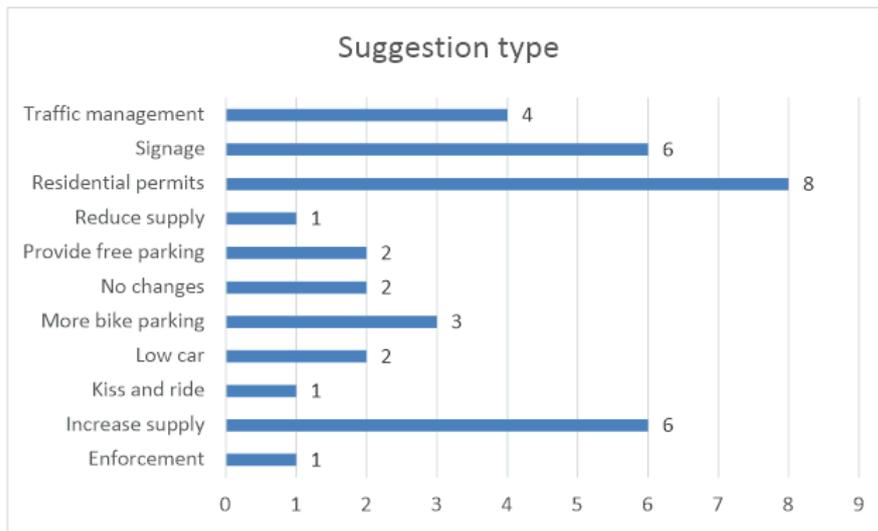
Appendix A – Parking Strategy survey results











Appendix B – Cost of provision of parking

It is important to understand some of the costs associated with the provision of parking.

Each on-street kerbside parking space requires 15.6 m² of land and encroaches 2.4 m into the roadway, effectively reducing the roadway by one lane. Off-street parking at-grade, generally requires 25 m² per space, which includes an allowance for aisles and vehicle access. The cost of constructing above-ground deck parking is at least \$33,000 per space, plus the cost of land. The cost of below-ground parking is even higher at > \$40,000 per space, plus the cost of land.²¹

According to the City Commercial Property Section based on recent land sales in the peninsula, the price of commercial land in the PCA is conservatively estimated at \$4,000 per m²². Table B-1 is an estimate of the cost of provision of different types of parking in the PCA.

Table B-1: Estimated cost of providing one public parking bay in the peninsula PCA

Type of parking	Land per bay	Land cost \$4,000/m ²	Floor area per bay	Construction cost per bay	Est. min cost per bay
Off-street surface (at-grade)	25 m ²	\$100,000	25 m ²	\$3,000	\$103,000
Deck – 2 level	16 m ²	\$64,000	32 m ²	\$33,000	\$97,000
Deck – 4 level	8 m ²	\$32,000	32 m ²	\$33,000	\$65,000
Basement – 2 level	8 m ²	\$32,000	32 m ²	\$40,000	\$72,000

The provision of free parking (or parking at a very low fee) has an opportunity cost which can be measured in terms of the value of an alternative use of the land. For example the land used for all day parking at Richardson Reserve could generate significant income if a portion was sold for development. The provision of cheap parking has an opportunity cost to ratepayers as the car park generates far less income per annum than the interest that could be earned on the sale of the land.

²¹ Based on Rawlinsons. Australian Construction Handbook 2015. Edition 33. Rawlhouse Publishing P/L

²² Estimates provided by Council Commercial Property Section based on recent land sales in the area.

Appendix C – Proposed Parking Control and Management Plan

Proposed Parking Control and Management Plan to accompany Development Application																							
<p>1. Background</p> <ul style="list-style-type: none"> Describe objective of this Parking Control and Management Plan Property address Property description <p>Number of parking bays per category, e.g. tenant bays, short stay bays, mobility bays etc. Number and category of bicycle bays to be managed (if applicable) Other property details</p> <ul style="list-style-type: none"> Operational Responsibilities and Contact Details <p>Landlord Day to day management of car park Day to day management of all parking including motorcycles, bicycles and mobility bays</p>																							
<p>2. Conditions</p> <ul style="list-style-type: none"> General Conditions relating to the District Parking Plan <p>Examples include:</p> <ul style="list-style-type: none"> m) Short stay turnovers n) Tenant and public parking bays used for those purposes in accordance with the Planning Approval o) Mobility bays clearly marked and set aside for exclusive use p) Loading/unloading bays clearly marked and set aside for exclusive use q) Leasing of tenant bays to off-site tenants r) On-going availability of bicycle end of trip facilities 																							
<p>3. Surrounding area</p> <p>Details of parking on properties within 250 m of the pedestrian entry to the premises located on the property.</p> <table border="1"> <thead> <tr> <th>Property name and address</th> <th>Type & No. bays</th> <th>Method of control</th> <th>Fee (if any)</th> </tr> </thead> <tbody> <tr> <td>1.</td> <td>Reserved Tenant All day Short-term Loading Mobility Other TOTAL</td> <td></td> <td></td> </tr> <tr> <td>2.</td> <td></td> <td></td> <td></td> </tr> <tr> <td>3. etc.</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>				Property name and address	Type & No. bays	Method of control	Fee (if any)	1.	Reserved Tenant All day Short-term Loading Mobility Other TOTAL			2.				3. etc.							
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1.	Reserved Tenant All day Short-term Loading Mobility Other TOTAL																						
2.																							
3. etc.																							
<p>4. Details of Public Transport and pedestrian facilities serving the premises</p>																							

Proposed Parking Control and Management Plan to accompany Development Application

5. Proposed strategies to achieve conditions

- Achievement of short stay turnover rates
Methods are likely to include pricing and advertising.
- Non-conversion of public parking bays for tenant purposes
Methods could include: clear colour coding of tenant and public parking and locating tenant and public parking on different levels.
- Exclusive usage of mobility bays by mobility permit holders
Daily/weekly activities to ensure exclusive usage
Other activities, such as inspection of mobility marking on half yearly basis
- Exclusive use of loading bays for loading purposes
Daily/weekly activities to ensure exclusive usage
Irregular activities, such as inspection of loading bay markings on half-yearly basis
- Signage discouraging other use and directing couriers and other users towards special purpose bays. Outline policies on central loading activities or loading booking system if applicable.
- On-going availability of bicycle end of trip facilities
Proposed measures to ensure that unused bicycle bays are not converted into storage and visitors are aware of bicycle bays and are able to access these.
- On-going provision of safe access and internal route to the bicycle end of trip facilities
The safe entry/exit and internal route should be shown on drawings. In addition, the plan should indicate how on-going provision is ensured, e.g. regular remarking of bicycle lane logos etc.
- Spare parking on site to be offered to the tenants or occupants of buildings not part of the complex unless the parking is to be used for private residential purposes. For example, outlining options for reciprocal or shared parking, especially outside of business hours.

Appendix D – Literature Review

Town Planning Scheme No. 6²³ (Amendments 25 and 30)

The objective of the Town Planning Scheme (TPS) is to 'require and encourage performance-based development in each of the 14 PCA's of the City in a manner which retains and enhances the attributes of the City and recognises individual PCA objectives and desired future character'. The parts of the document which relate to parking are described in the following sub-sections.

Parking ratios

Table D-1: Car parking

Uses	Cars	Per 100 m ²
Mends St Commercial Centre	1 per 17m ² gross floor area	5.9
Neighbourhood commercial centre	1 per 20m ² gross floor area	5.0
Educational Establishment - Primary School Secondary School	1.5 per classroom	-
Office	1 per 25m ² gross floor area of which not less than 10% with a minimum of 2 bays shall be reserved for visitors	4.0
Residential	As prescribed by the Residential Design Codes (Between 1-1.5 bays per dwelling depending on the plot ratio area, number of bedrooms and distance from public transport routes)	-

²³ City of South Perth Town Planning Scheme No. 6, Government and Gazette No. 62, Initial adoption 2003

TPS Amendment 25²⁴

Amendment 25, released in December 2011, describes the special provisions relating to development in the South Perth Station PCA.

Table D-2: Development controls

Element	Guidance statements	Development requirements
<p>8. Parking within Special Control Area 1 South Perth Station PCA</p>	<p>In an urban area with excellent public transport and a highly walkable environment, there is strong rationale not to apply the high levels of parking provision associated with suburban environments. Maximum car parking requirements may be applied in the future.</p>	<p>8.1</p> <p>The minimum provision of on-site car parking shall be:</p> <ul style="list-style-type: none"> (a) 0.75 bays per dwelling for Single Bedroom Dwellings; (b) 1 occupier bay per dwelling; (c) 1 bay per 50 square metres of gross floor area for non-residential land uses; (d) 0.5 bays per Tourist Accommodation unit; (e) 1 visitor bay per 6 dwellings; (f) for non-residential land uses, 2 bays for visitors or 10% of the required occupiers' bays, whichever is the greater, marked for the exclusive use of visitors; (g) 1 bicycle bay per 3 dwellings in addition to the required car parking bays; and (h) 1 bicycle bay per 200 square metres of gross floor area of non-residential plot ratio area, together with end-of-trip lockers and showers. <p>8.2</p> <p>The on-site car parking requirements of Clause 8.1 shall apply unless the Council approves a lesser number of car or bicycle bays on the basis of reciprocal parking, or due to existing off-street parking being under-utilised, where the development is consistent with the guidance statement.</p> <p>8.3</p> <p>Reciprocal Parking</p> <p>For non-residential uses only, the Council may approve reciprocal parking arrangements where it is demonstrated that:</p> <ul style="list-style-type: none"> (a) existing car parking is under-utilised and demand is unlikely to increase in the foreseeable future; or (b) proposed land uses have different periods of peak demand.

²⁴ City of South Perth Town Planning Scheme No. 6 Amendment No. 25, Gazetted 2013

Table D-3: Performance criteria

Design consideration	Performance criteria
5. Vehicle management	The applicant shall submit a traffic engineer's impact assessment report confirming that additional traffic and on - street parking demand resulting from the additional floor space produced by the variation of Elements 3 and 5 does not cause an unacceptable impact on the surrounding street network.
6. Car parking	(a) The development site shall not have car parking bays at the ground level within 10 metres of a road frontage, unless allowed by Council. (b) At least 60% of the primary street frontage is to be an active street frontage.
7. Additional community benefits	The proposed development provides a community benefit above and beyond a development complying with the requirements of Table A, by meeting at least 3 of 7 criteria which include: (g) Car parks for public use beyond the users of the building.

This amendment encourages and supports the use of active and sustainable transport modes in high density areas. Provision for car parking is on a lesser scale than in lower density areas and recognises that future development is likely to constrain the availability of land for parking further (Section 5).

TPS Amendment 30²⁵

The amendment states that the payment can be spent by the City:

- to provide additional transport infrastructure in the vicinity of the development site, or
- to acquire land for the provision of additional transport infrastructure.

The cash-in-lieu payment shall be cost estimated to include:

- the value of land on which deficit bays may be constructed
- the cost of constructing deficit bays
- the cost of constructing and installing signs, facilities or regulatory equipment in the enforcement of parking restrictions at the location.

Policy P315 Car parking reductions for non-residential development²⁶

This policy was produced in order to facilitate a reduction in the number of car parking bays required for non-residential developments, specifically for areas where a good supply of alternative transport modes exist (with the exception of the South Perth Station PCA).

²⁵ City of South Perth Town Planning Scheme No. 6 Amendment 30 Adopted 2013

²⁶ City of South Perth, Strategic Direction 3 (Housing and Land Uses, 2013)

A percentage reduction of between 5 and 20 % (with adjustment factors of between 0.80 and 0.95) is available depending on factors such as:

- distance from a rail or bus station or other transport hub
- the mix of land use within the development
- distance from a public car park and the number of available public car parking bays
- availability of end-of-trip facilities
- access to secure on-street and/or adjacent street bicycle parking.

Cash-in-lieu is also to be taken into account.

Strategic Community Plan²⁷

The City's Strategic Community Plan 2013-2023 sets out six key strategic directions. Strategy number 5, Infrastructure and Transport focuses on the planning and facilitation of efficient infrastructure and transport networks to meet the current and future needs of the community.

This is further detailed to focus on:

- best practice, management and safe systems
- the provision of safe, efficient and reliable public transport
- a pedestrian and cycle friendly environment.

All of the above aims are supported by having an efficient and sustainable approach to parking management in the City. This is the background to the development of this City-wide parking strategy.

South Perth Station Precinct – Transport and Access Strategy²⁸

The Transport and Access Strategy was produced to support planning approvals for higher density development within the South Perth Station PCA.

The report identified three broadly defined parking zones within the study area. Parking provision within those zones are shown Figure D-1 below.

²⁷ Sections 5.1-5.3 of City of South Perth Strategic Community Plan 2013.

²⁸ Report for South Perth Station Precinct – Transport and Access Strategy, GHD, 2012

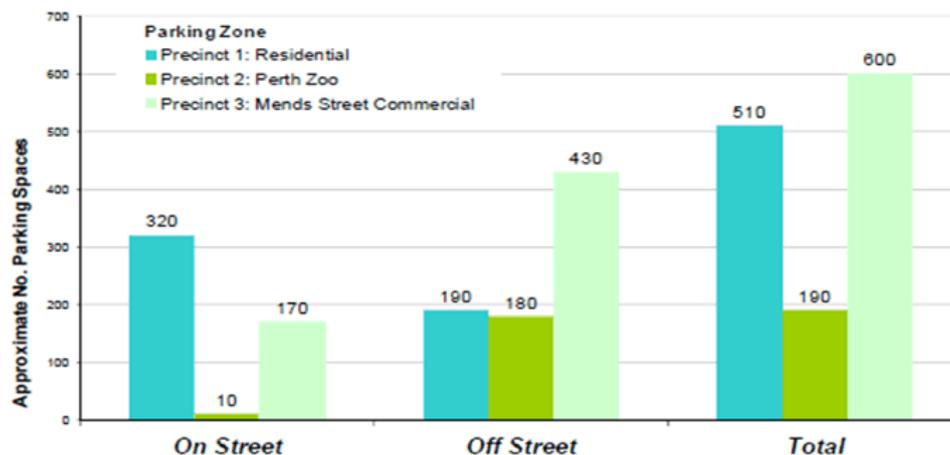


Figure D-1: Parking spaces by precinct (GHD 2012)

The report identified that parking management was an issue within the study area, especially during special events at the Perth Zoo and along the South Perth foreshore. To minimise parking issues, the report made a number of recommendations:

- Access to the precinct (including for Perth Zoo) by alternative transport modes should be encouraged.
- Park and ride activity during weekdays should be discouraged to provide car parking for local businesses.
- Four-hour ticket parking policy (alongside residential parking permits) should be introduced to discourage all day parking for the following streets:
 - Lyall Street
 - Hardy Street
 - Charles Street
 - Richardson Street
 - Melville Parade.
- A combination of traffic calming and 'no kerb' treatments should be used between the parking lanes, traffic lanes and footpaths on Mends Street to achieve slower and safer streets for pedestrians and cyclists.
- Existing parking arrangements within parking Zone 1 west of Labouchere Road should be retained if no train station is built.
- In the long term (if the station is built), changes to car parking restrictions should be introduced in the area bounded by Richardson Street, Labouchere Road, Melville Parade and Freeway Access Road..

South Perth Station PCA Plan²⁹

The City of South Perth together with the Western Australian Planning Commission commissioned a study to develop a framework which would guide development in the PCA surrounding the planned South Perth railway station on the Perth/Mandurah line.

Development and redevelopment opportunities were investigated and a South Perth Station PCA Plan was developed for the following areas:

- Scott/Richardson Streets
- Mends Street
- Railway Station.

The report recognised that there were significant risks if parking was not managed efficiently and included the following possible management approaches:

- the introduction of more ticketed or metered parking
- varied time restrictions
- resident permits
- dedicated parking for certain uses (such as Perth Zoo)
- the creation of parking space beneath Richardson Park and Windsor Park
- reciprocal parking.

To draw the above management strategies together, the report recommended that a comprehensive parking strategy for the PCA be implemented by the City to balance the needs of local businesses and residents.

State Planning Policy³⁰

The approach to lessening the overall amount of parking and using existing parking more efficiently is supported by the Western Australian Planning Commission's updated State Planning Policy (SPP) 4.2 Activity Centres for Perth and Peel (August 2010). It provides (at 5.3.2) that the planning of activity centres should:-

- take account of the need for access and parking priority accorded to different users and modes including public transport, freight/delivery, people with a disability, bicycles, pedestrians and private cars, and balance competing user needs such as workers and visitors
- promote an efficient supply of car parking by an appropriate allocation of on-street, off-street public and shared parking including cash-in-lieu and reciprocal/shared use arrangements
- prioritise access by different users and modes, e.g. central locations for short-stay parking with commuter and other long-stay parking near the edge of centres

²⁹ South Perth Station Precinct Plan, Western Australian Planning Commission, 2011

³⁰ Western Australian Planning Commission SPP 4.2 for Perth and Peel (August 2010).

- enable most parking in higher-order centres to be supplied in the form of public or common-user facilities rather than reserved for a class of users, e.g. customers of a particular site or business
- identify necessary improvements to public transport, walking and cycling infrastructure and capital and recurrent service funding needs.

SPP 4.2 also states in Section 5.3.2 that:

(3) For land within the boundary of an activity centre, the responsible authority should as a rule, set upper limits to car parking in view of opportunities for reciprocal and shared parking, availability of on-street or other public parking and the need for land efficiency.

(4) As a guide, two bays per 100m² [1 bay per 50m²] for showrooms and offices and 4-5 bays per 100m² [1 per 20-25m²] for shops. Minimums may be required, however, there should be flexibility for developers to provide less or no parking on-site and contribute cash-in-lieu towards facilities and services for common-use parking, public transport and alternative modes.

South Perth Station and Peninsula Area Parking Study³¹

This report found there was significantly more parking provided within the study area than is required to satisfy needs. The report made the following recommendations:

- Peninsula PCA
- Retain and enforce existing restrictions
- Introduce restrictions within Jetski and Narrows Bridge car parks during summer months to allow parking for recreational purposes.
- Business PCA
- Prior to the station being built
- the number of 2 hour parking bays should be reduced within Bowman, Lyall, Hardy and Charles Streets and the remaining spaces should be unrestricted
- do not introduce ticket parking at Richardson Reserve prior to the opening of the train station
- After the station is built
- provide cheap all day parking to allow park and ride to the CBD
- introduce residential parking permits
- provide all day parking at the southern and northern ends of Richardson Reserve
- introduce four hour ticket parking within the remaining streets
- provide cheap six hour parking for Zoo and Golf Club patrons

³¹ South Perth Station and Peninsula Area Parking Study, Uloth and Associates, 2009

- parking in Amherst Street and the Sports Club car park should remain free and unrestricted (but be monitored).
- Commercial PCA
- Mends Street
- do not provide long stay parking
- enforce existing restrictions
- permit all day parking on weekdays within Parking Station SPE11
- Perth Zoo
- monitor parking in the Mill Point Road car park and enforce 'Zoo only' parking
- Windsor Park car park to operate as is until after the station is built
- Parker Street
- remove existing restrictions
- introduce resident parking.

Draft Integrated Transport Plan (ITP)

The principles of the ITP are to:

- Reduce the need to travel by car and the length of trips undertaken.
- Provide a choice of travel options for South Perth residents and other network users and promote sustainable choices.
- Make it safe and easy for people to access goods, services and destinations, particularly by public transport, walking and cycling.
- Encourage an increase in the share of trips by public transport, walking and cycling.
- Demonstrate leadership.

Recommended strategies relating to parking issues include:

Issue		Proposed Response Plan	Actions	
A1	Significant traffic generators have the potential to increase traffic flows and external-internal-external trips. Associated with this is a potential increase in parking and public transport demands.	Increased focus on public transport and alternative modes of transport (through the TravelSmart program) to reduce the reliance on motor vehicles.	A-1-7	Ensure the City's parking plan is developed in conjunction with the operators of the major traffic generating developments in the City.

A17	Failure to adequately plan for parking (availability, demand, and planned capacity) may inconvenience users or may introduce potential hazards to road users.	Develop a City Parking Plan that balances the needs of car users with the desire to promote alternative transport modes.	A-17-1	Prepare a Parking Plan for the City incorporating current and future parking needs for both local and commuter parkers as well as enhancing the role of public transport in assisting the management of parking demand.
B13	Inappropriate management of commuter parking and failure to provide long term parking for South Perth commuters to the Perth CBD (e.g. Mends St and Canning Bridge) may detract from the use of alternative transport.	Devise a City-wide Parking Plan that balances the needs of all transport modes, without discouraging the use of alternative transport modes (other than the private car).	B-13-1	Prepare a Parking Plan for the City incorporating current and future parking needs for both local and commuter parkers as well as enhancing the role of public transport in assisting the management of parking demand.
E3	Significant traffic generators such as the Mend St PCA have the potential to increase traffic flows. Associated with this is a potential increase in parking and public transport demands.	Develop vibrant activities within the City.	E-3-1	Review the City's planning strategies and guidelines to ensure they encourage the use of alternate transport modes.

The above principles and actions demonstrate a commitment to supporting alternative transport modes in the City and recognises that parking is only one part of the transport mix.

Appendix E – 6.3A Cash in Lieu of Car Parking Bays

CITY OF SOUTH PERTH TOWN PLANNING SCHEME NO. 6

NOTES :

NOTES ON
CLAUSE 6.3A :

1. Clause 6.3A added
by Amendment
No. 30
(GG 12.9.2014)

2. Refer also to
clause 6.3 for other
car parking
provisions.

[Notes added 12.9.2014]

6.3A Cash in Lieu of Car Parking Bays

- (1) For the purposes of this clause, the term 'deficit bays' means the difference between:
 - (a) the total number of car parking bays required to be provided on the development site pursuant to clauses 6.3(1), 6.3(2) and 6.3(3) or such lesser number of bays as the Council may require having regard to clauses 6.3(4) or 6.3(5) or a planning policy; and
 - (b) the number of bays which an applicant proposes to provide on the development site with respect to a particular Use.
- (2) An applicant for planning approval for a non-residential development may, if Council agrees, make a cash payment to the Council in lieu of providing one or more of the deficit bays.
- (3) Before the Council agrees to accept a cash payment in lieu of any deficit bays, it must have a reasonable expectation that the payment can be spent by the City:
 - (a) to provide additional transport infrastructure in the vicinity of the development site; or
 - (b) to acquire land for the provision of additional transport infrastructure.
- (4) The amount of the cash-in-lieu payment shall be the cost estimated by the Council to provide the deficit bays. The cost may include:
 - (a) the value of land on which the deficit bays may be constructed, as estimated by a licensed valuer appointed by the Council;
 - (b) the cost to the Council of constructing the deficit bays; and
 - (c) the cost to the Council of constructing and installing signs, facilities or equipment to regulate the permissible period during which a vehicle may occupy the deficit bays.
- (5) Any costs incurred by the Council in estimating the amount of a cash-in-lieu payment shall be paid by the applicant seeking planning approval.
- (6) The cash-in-lieu payment shall be payable in such a manner and at such time as Council determines.
- (7) Cash-in-lieu payments received by Council under this clause shall be paid into appropriate funds to be used for the provision and maintenance of transport infrastructure within reasonable proximity to the development site. The cash-in-lieu payment may be used to reimburse Council for any related expenses, including loan repayments, which it incurs in providing and maintaining transport infrastructure.
- (8) For all comprehensive new development within Special Control Area SCA1 South Perth Station Precinct, cash payments in lieu of providing the minimum number of car parking bays on the development site as prescribed in Table A of Schedule 9 are not permitted.

SCHEME TEXT

PART VI - GENERAL DEVELOPMENT REQUIREMENTS

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Appendix F – Policy P315 Car Parking Reductions for Non-Residential Development



Policy P315 Car Parking Reductions for Non-Residential Development

Responsible Business Unit/s	Development Services
Responsible Officer	Manager Development Services
Affected Business Unit/s	Development Services

POLICY OBJECTIVES

To allow a reduction of the number of car parking bays required for non-residential Uses, where there are significant opportunities to promote alternate modes of transport or utilise existing transport and car parking infrastructure.

POLICY SCOPE

- This policy may be applied to any non-residential development or change in use which require the provision of car parking, other than the South Perth Station Precinct, or any other defined locality where specific car parking provisions apply in the form of the City's Scheme or Policies.
- In the case of a mixed use development, this policy shall only apply to the non-residential component.
- This Policy augments and is to be read in conjunction with the provisions of TPS6.

STATUS OF POLICY

This policy is a planning policy prepared, advertised and adopted pursuant to the provisions of clause 9.6 of TPS6. Under clause 1.5 of TPS6 all planning policies are documents supporting the Scheme.

DEFINITIONS

Comprehensive new development

As defined in TPS6, 'Comprehensive new development' means "a development which is determined by Council not to be a minor alteration, addition or extension to an existing development".

Public car parking place

A car parking facility listed under Table 3 of this policy. The number of car parking bays used for calculations shall not include motorcycle bays, trailer bays, on street bays, or any car bay allocated exclusively to a specified user group.

POLICY STATEMENT

The car parking requirement in Table 6 of TPS6 may be reduced by the City of South Perth through the application of adjustment factors (outlined in Table 1 below), reflecting particular site and design factors. Such factors are to be justified by the Applicant.

Tables 2 and 3 are included for guidance purposes only. Also refer to the cash-in-lieu provisions contained within TPS6. The number of car parking spaces within an existing public car parking place within 400 metres of the proposed development should also be confirmed on site.

Page 1 of 3			
Policy Number:	P315	Relevant Council Delegation:	DC690 Town Planning Scheme 6
Council Adoption:	28 May 2013, 02/15	Relevant Delegation:	N/A
Reviewed/Modified:	03/16	Relevant Management Practice:	N/A

Table 1: Permitted Car Parking Reduction

	Percentage Reduction	Adjustment Factor	Factors to be successfully justified by the applicant to the City of South Perth
1a or 1b	20 per cent 15 per cent	0.80 0.85	The proposed development is within 400 metres** of a rail station; or The proposed development is within 800 metres** of a rail station.
2	15 per cent	0.85	The proposed development is within 400 metres** of a bus stop/station.
3	10 per cent	0.90	The proposed development is within 400 metres** of a ferry terminal.
4	20 per cent	0.80	The proposed development contains a mix of uses, where at least 45 percent of the gross floor area is residential, provided that the required provision of visitor bay's for each use are made available to visitors at all times.
5a or 5b or 5c or 5d	20 per cent 15 per cent 10 per cent 5 per cent	0.80 0.85 0.90 0.95	The proposed development is within 50 metres** of one or more existing public car parking place(s) with more than 50 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 75 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 50 car parking spaces; or The proposed development is within 400 metres** of one or more existing public car parking place(s) with more than a total of 25 car parking spaces.
6 or 6a	10 per cent 5 per cent	0.90 0.95	The proposed development provides 'end-of-trip' facilities* for bicycle users, in addition to any facilities required under Clause 6.4(5); or Secure on-site and/or adjacent street bicycle parking (facilities within public view to which at least five bicycle frames and wheels can be locked)**.

Note:

The calculated total adjustment factor is applied to the car parking requirement provisions outlined in Table 6 of TPS6. The maximum adjustment factor, where all factors are justified to the maximum extent is 0.35 (0.80 x 0.85 x 0.90 x 0.80 x 0.80 x 0.90 = 0.352512).

If the resultant number of deficit car parking bays is less than or equal to 0.5 bays, no parking bays or cash-in-lieu of parking is required.

* Minimum requirement: 1 male and 1 female shower in separate change rooms with at least one secure clothes locker per change room.

** This distance means the most direct route via a gazetted footpath not just the direct route.

*** Only relates to those applications which are not required to provide bicycle parking under the requirements of Table 6 of TPS6.

Table 2: Calculating the number of car bays subject to cash-in-lieu payment

TPS6 car parking requirement	R
Apply the total adjustment factor	A
Minus the car parking proposed to be provided on site	P
Minus the most recently approved on site car parking shortfall (after taking into account relevant adjustment factors), unless the proposal is deemed to be a comprehensive new development	S
Resultant number of car parking bays subject to cash-in-lieu payment	= R x A - P - S

Page 2 of 3

Policy Number: P315

Council Adoption: 28 May 2013, 02/15

Reviewed/Modified: 03/16

Relevant Council Delegation: DC690 Town Planning Scheme 6

Relevant Delegation: N/A

Relevant Management Practice: N/A

Table 3: Public Car Parking Places

Ref.	Name	Street	Suburb	Parking Bays
Car Park 7	Angelo Street	Angelo Street	South Perth	63
Car Park 8	Anstey Street	Anstey Street	South Perth	28
Car Park 11	Narrows Bridge	Mill Point Road	South Perth	18
Car Park 12	Mill Point Road Boat Ramp	Mill Point Road	South Perth	18
Car Park 13	Melville Place	Melville Place	South Perth	16
Car Park 14	Boat Shed Café	Coode Street	South Perth	130
Car Park 15	Coode Street Boat Ramp	Coode Street	South Perth	15
Car Park 18	Collins Street	Collins Street	South Perth	32
Car Park 22	Comer Reserve	Melville Parade	Como	45
Car Park 23	Comer Reserve	Eric Street	Como	12
Car Park 33	Manning Senior Citizens	Downey Drive	Manning	61
Car Park 35	Welwyn Ave	Welwyn Ave	Manning	56

LEGISLATION/ LOCAL LAW REQUIREMENTS

City of South Perth Town Planning Scheme No. 6.

Record of Adoption of Policy P315:

CAR PARKING REDUCTIONS FOR NON-RESIDENTIAL DEVELOPMENT

Revision No	Description	Endorsed by Council

Page 3 of 3

Policy Number: P315

Council Adoption: 28 May 2013, 02/15

Reviewed/Modified: 03/16

Relevant Council Delegation: DC690 Town Planning Scheme 6

Relevant Delegation: N/A

Relevant Management Practice: N/A

CITY OF SOUTH PERTH
STATEMENT OF FINANCIAL POSITION AS AT 30 APRIL 2016

	2016 YTD \$	2015 YTD \$	2015 \$
CURRENT ASSETS			
Cash	1,566,913	749,435	3,432,476
Investments	69,659,734	77,265,721	69,545,593
Receivables	3,151,733	3,062,355	2,965,050
Inventories	208,734	161,722	106,238
Inventories - Assets Held for Sale	0	2,180,348	2,180,348
Other Current Assets	854,556	1,085,063	818,186
TOTAL CURRENT ASSETS	<u>\$ 75,441,669</u>	<u>\$ 84,504,645</u>	<u>\$ 79,047,892</u>
NON-CURRENT ASSETS			
Receivables	1,999,038	2,260,785	2,091,973
Inventories - Assets Held for Sale	1,081,256	946,464	946,464
Investments	284,205	321,541	284,205
Property, Plant and Equipment	365,986,424	360,069,024	368,082,798
Infrastructure	239,474,679	196,663,942	244,849,679
Intangibles	566,069	441,058	627,761
TOTAL NON-CURRENT ASSETS	<u>\$ 609,391,672</u>	<u>\$ 560,702,815</u>	<u>\$ 616,882,880</u>
TOTAL ASSETS	<u>\$ 684,833,341</u>	<u>\$ 645,207,460</u>	<u>\$ 695,930,772</u>
CURRENT LIABILITIES			
Payables	4,756,752	5,702,329	7,651,205
Interest Bearing Loans and Borrowings	160,540	185,906	1,149,859
Provisions	3,966,726	3,906,303	4,011,834
TOTAL CURRENT LIABILITIES	<u>\$ 8,884,017</u>	<u>\$ 9,794,538</u>	<u>\$ 12,812,897</u>
NON-CURRENT LIABILITIES			
Payables	885,333	624,848	601,200
Interest Bearing Loans and Borrowings	8,081,397	9,231,255	8,081,397
CPV Leaseholder Liability	29,199,957	30,057,164	29,921,148
Provisions	284,648	310,011	284,648
TOTAL NON-CURRENT LIABILITIES	<u>\$ 38,451,334</u>	<u>\$ 40,223,278</u>	<u>\$ 38,888,392</u>
TOTAL LIABILITIES	<u>\$ 47,335,351</u>	<u>\$ 50,017,816</u>	<u>\$ 51,701,290</u>
NET ASSETS	<u>\$ 637,497,990</u>	<u>\$ 595,189,645</u>	<u>\$ 644,229,482</u>
EQUITY			
Retained Surplus	112,230,369	109,431,911	110,437,627
Reserves	525,267,621	485,757,734	533,791,855
TOTAL EQUITY	<u>\$ 637,497,990</u>	<u>\$ 595,189,645</u>	<u>\$ 644,229,482</u>

**CITY OF SOUTH PERTH
STATEMENT OF CHANGE IN EQUITY
AS AT 30 APRIL 2016**

	2016 YTD \$	2015 YTD \$	2015 \$
RESERVES			
Cash Backed			
Balance at beginning of reporting period	59,329,041	36,227,586	36,227,586
Aggregate transfers to Retained Earnings	(18,858,638)	(11,717,996)	(12,182,612)
Aggregate transfers from Retained Earnings	10,334,404	34,522,813	35,284,067
Balance at end of reporting period	<u>\$ 50,804,807</u>	<u>\$ 59,032,403</u>	<u>\$ 59,329,041</u>
Non - Cash Backed			
Asset Revaluation Reserve	474,462,814	426,725,331	474,462,814
Balance at end of reporting period	<u>\$ 474,462,814</u>	<u>\$ 426,725,331</u>	<u>\$ 474,462,814</u>
TOTAL RESERVES	<u>\$ 525,267,621</u>	<u>\$ 485,757,734</u>	<u>\$ 533,791,855</u>
RETAINED EARNINGS			
Balance at beginning of reporting period	110,437,627	107,564,021	107,564,021
Initial adjustments to comply with accounting standards	-	-	-
Change in Net Assets from Operations	(6,731,492)	24,672,707	25,975,061
Aggregate transfers to Reserves	(10,334,404)	(34,522,813)	(35,284,067)
Aggregate transfers from Reserves	18,858,638	11,717,996	12,182,612
Balance at end of reporting period	<u>\$ 112,230,369</u>	<u>\$ 109,431,911</u>	<u>\$ 110,437,627</u>
TOTAL EQUITY	<u>\$ 637,497,990</u>	<u>\$ 595,189,645</u>	<u>\$ 644,229,482</u>

CITY OF SOUTH PERTH
2015/2016 - OPERATING REVENUE & EXPENDITURE
April-2016

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
REVENUE											
Chief Executive's Office											
City Administration	0	0	0	U		16,500	16,833	333	F	2	16,500
Human Resources Admin Revenue	0	0	0	U		0	0	0	U		0
Governance Admin	0	45	45	F		0	45	45	F		0
Ranger Services											
Animal Control	9,450	4,496	4,954	U	52	93,800	90,016	3,784	U	4	97,500
Fire Prevention	0	0	0	U		2,500	1,299	1,201	U	48	2,500
Parking Management	141,600	152,288	10,688	F	8	1,417,300	1,399,550	17,750	U	1	1,690,000
District Rangers	1,000	723	277	U	28	9,000	12,890	3,890	F	43	10,000
Sub Total Revenue - Ranger Services	152,050	157,507	5,457	F	4	1,522,600	1,503,755	18,845	U	1	1,800,000
Total Revenue - Governance & Legal	152,050	157,552	5,502	F	4	1,522,600	1,503,800	18,800	U	1	1,800,000
Total Revenue - Chief Executive's Office	152,050	157,552	5,502	F	4	1,539,100	1,520,633	18,467	U	1	1,816,500
Directorate - Financial & Information Services											
Administration	0	0	0	U		22,000	22,327	327	F	1	22,000
Financial Services											
Administration	2,500	2,782	282	F	11	436,000	439,937	3,937	F	1	571,000
Investment Activities	191,565	183,684	7,881	U	4	2,327,080	2,275,909	51,171	U	2	2,838,672
Rating Activities	26,000	15,032	10,968	U	42	33,487,751	33,505,630	17,879	F	0	33,531,251
Property Management	16,500	14,580	1,920	U	12	330,000	334,599	4,599	F	1	375,000
Total Revenue - Financial Services	236,565	216,078	20,487	U	9	36,602,831	36,578,402	24,429	U	0	37,337,923
Information Services											
Information Technology	0	0	0	U		0	0	0	U		0
Total Revenue - Information Services	0	0	0	U		0	0	0	U		0
Library Services											
Administration	1,600	923	677	U	42	11,550	13,612	2,062	F	18	13,250
Civic Centre Library	1,050	1,111	61	F	6	10,900	10,657	243	U	2	13,000
Manning Library	200	314	114	F	57	2,100	2,222	122	F	6	2,500
Old Mill	200	255	55	F	27	2,100	2,562	462	F	22	2,500
Total Revenue - Library Services	3,050	2,603	447	U	15	26,650	29,053	2,403	F	9	31,250
Total Revenue - Dir Financial & Info Services	239,615	218,681	20,934	U	9	36,629,481	36,607,455	22,026	U	0	37,369,173

CITY OF SOUTH PERTH
2015/2016 - OPERATING REVENUE & EXPENDITURE
April-2016

Attachment 10.6.1 (c)

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
Directorate - Development & Community Services											
Administration	0	0	0	U		0	0	0	U		0
Planning	75,050	55,615	19,435	U	26	705,150	744,936	39,786	F	6	850,150
Building Services	57,255	12,143	45,112	U	79	455,510	460,620	5,110	F	1	520,250
Community, Culture & Recreation											
Administration	200	4,155	3,955	F	1,977	89,600	95,461	5,861	F	7	90,000
Major Events	0	0	0	U		307,500	308,182	682	F	0	307,500
Community Events	0	0	0	U		15,000	15,628	628	F	4	15,000
Fiesta	(25,000)	0	25,000	F		25,000	30,044	5,044	F	20	25,000
Recreation & Facility Bookings	20,000	19,113	887	U	4	235,000	230,819	4,181	U	2	260,000
Senior Citizens	0	0	0	U		0	0	0	U		0
Safer City Program	0	0	0	U		0	0	0	U		0
Halls & Public Buildings	23,750	19,714	4,036	U	17	177,500	174,538	2,962	U	2	199,500
Total Revenue - Community, Culture & Recreation	18,950	42,982	24,032	F	127	849,600	854,671	5,071	F	1	897,000
Collier Park Retirement Complex											
Collier Park Village	70,840	81,122	10,282	F	15	882,900	882,009	891	U	0	1,053,443
Collier Park Hostel	0	0	0	U		0	0	0	U		0
Collier Park Community Centre	475	455	20	U	4	4,750	4,546	205	U	4	5,750
Total Revenue - Collier Park Complex	71,315	81,577	10,262	F	14	887,650	886,555	1,095	U	0	1,059,193
Health & Regulatory Services											
Administration	500	121	379	U	76	14,000	14,585	585	F	4	14,000
Preventative Services	0	5,353	5,353	F		115,000	126,088	11,088	F	10	115,000
Other Sanitation	250	0	250	U		1,000	2,400	1,400	F	140	1,000
Total Revenue - Health Services	750	5,474	4,724	F	630	130,000	143,072	13,072	F	10	130,000
Total Revenue - Dir Development & Community	223,320	197,791	25,529	U	11	3,027,910	3,089,853	61,943	F	2	3,456,593
TOTAL REVENUE - ADMIN BUSINESS UNITS	614,985	574,025	40,960	U	7	41,196,491	41,217,941	21,450	F	0	42,642,266

CITY OF SOUTH PERTH
2015/2016 - OPERATING REVENUE & EXPENDITURE
April-2016

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
EXPENDITURE											
Chief Executive's Office											
City Administration											
Corporate Support	188,325	61,837	126,488	F	67	745,130	573,350	171,780	F	23	887,551
Building Operating Costs	(1,980)	4,286	6,266	U		71,460	65,401	6,059	F	8	65,000
Human Resources Administration	11,260	11,082	178	F	2	190,225	196,752	6,527	U	3	236,246
Total Expense - City Administration	197,605	77,205	120,400	F	61	1,006,815	835,502	171,313	F	17	1,188,797
Governance Admin	14,545	48,866	34,321	U	236	666,355	608,602	57,753	F	9	759,707
Governance - Elected Members	113,390	118,331	4,941	U	4	1,262,345	1,186,904	75,441	F	6	1,515,622
City Communications											
Community Promotions	81,995	61,048	20,947	F	26	543,980	501,167	42,813	F	8	654,799
Publications	16,250	11,273	4,977	F	31	150,000	140,790	9,210	F	6	177,500
Ranger Services											
Animal Control	26,345	29,254	2,909	U	11	253,480	257,561	4,081	U	2	301,007
Fire Prevention	1,275	1,707	432	U	34	96,690	96,796	106	U	0	99,376
Parking Management	80,145	71,553	8,592	F	11	657,075	674,219	17,144	U	3	814,696
District Rangers	23,075	29,927	6,852	U	30	274,690	280,143	5,453	U	2	322,285
Other Law & Order	0	0	0	F		2,000	1,636	364	F	18	2,000
Total Expense - Ranger Services	130,840	132,440	1,600	U	1	1,283,935	1,310,356	26,421	U	2	1,539,364
Total Expense - Governance	357,020	371,958	14,938	U	4	3,906,615	3,747,818	158,797	F	4	4,646,992
Total Expense - Chief Executive's Office	554,625	449,163	105,462	F	19	4,913,430	4,583,321	330,109	F	7	5,835,789
Director Financial & Info Services											
Administration	25,110	18,914	6,196	F	25	278,800	180,389	98,411	F	35	334,240
Financial Services	0	0	0	F		0	0	0	F		0
Administration	25,700	29,525	3,825	U	15	325,280	329,716	4,436	U	1	359,743
Rating Activities	15,125	17,832	2,707	U	18	274,825	266,382	8,443	F	3	307,757
Investment Activities	13,800	14,126	326	U	2	243,000	243,119	119	U	0	374,247
Property Management	12,295	9,582	2,713	F	22	139,405	139,907	502	U	0	164,000
Total Expense - Financial Services	92,030	89,978	2,052	F	2	1,261,310	1,159,513	101,797	F	8	1,539,987
Information Technology	130,695	71,042	59,653	F	46	905,175	817,820	87,355	F	10	1,013,151
Customer Services Team	29,190	24,315	4,875	F	17	266,325	247,123	19,202	F	7	335,296

CITY OF SOUTH PERTH
2015/2016 - OPERATING REVENUE & EXPENDITURE
April-2016

Attachment 10.6.1 (c)

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
Library Services											
Library Administration	19,455	18,255	1,200	F	6	195,680	176,494	19,186	F	10	224,600
Civic Centre Library	133,760	128,494	5,266	F	4	1,314,865	1,321,321	6,456	U	0	1,578,484
Manning Library	56,625	64,668	8,043	U	14	581,940	595,349	13,409	U	2	698,713
Local Studies Collection	420	1,221	801	U	191	9,160	11,743	2,583	U	28	10,000
Old Mill	4,005	4,264	259	U	6	45,315	41,197	4,118	F	9	53,614
Total Expense - Library Services	214,265	216,902	2,637	U	1	2,146,960	2,146,104	856	F	0	2,565,411
Total Expense - Dir Finance & Info Services	466,180	402,238	63,942	F	14	4,579,770	4,370,560	209,210	F	5	5,453,845
Directorate - Development & Community Services											
Administration	21,105	21,339	234	U	1	199,485	195,951	3,534	F	2	239,886
Planning	103,325	195,494	92,169	U	89	1,652,215	1,649,531	2,684	F	0	1,948,561
Building Services	41,720	45,873	4,153	U	10	471,960	458,992	12,968	F	3	555,570
Community, Culture & Recreation											
Administration	86,375	93,863	7,488	U	9	900,055	926,576	26,521	U	3	1,079,318
Major Events Expense	0	12,521	12,521	U		915,000	885,929	29,071	F	3	915,000
Community Events	7,500	12,481	4,981	U	66	173,500	171,696	1,804	F	1	216,000
Civic Functions	13,285	19,934	6,649	U	50	108,105	90,356	17,749	F	16	126,423
Donations	12,500	992	11,508	F	92	150,000	125,635	24,365	F	16	195,000
Fiesta	1,855	65,164	63,309	U	3,413	308,550	309,055	505	U	0	312,270
Safer City Program	2,200	5,637	3,437	U	156	30,695	33,544	2,849	U	9	36,789
Senior Citizens	36,250	30,817	5,433	F	15	368,630	354,006	14,624	F	4	440,841
Recreation & Facility Bookings	63,145	62,616	529	F	1	658,655	647,775	10,880	F	2	785,522
Halls & Public Buildings	73,175	31,030	42,145	F	58	443,230	433,683	9,547	F	2	529,643
Total Expense - Community, Culture & Recreation	296,285	335,054	38,769	U	13	4,056,420	3,978,256	78,164	F	2	4,636,806
Collier Park Retirement Complex											
Collier Park Village	171,195	157,164	14,031	F	8	1,642,045	1,627,768	14,277	F	1	1,949,832
Collier Park Hostel	0	0	0	F		0	0	0	F		0
Collier Park Community Centre	170	235	65	U	38	1,660	2,050	390	U	24	2,000
Total Expense - Collier Park Complex	171,365	157,399	13,966	F	8	1,643,705	1,629,818	13,887	F	1	1,951,832

CITY OF SOUTH PERTH
2015/2016 - OPERATING REVENUE & EXPENDITURE
April-2016

Attachment 10.6.1 (c)

Key Responsibility Areas	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
Health Services											
Administration	37,500	45,079	7,579	U	20	406,295	424,386	18,091	U	4	485,287
Infant Health Services	735	19	716	F	97	8,270	7,340	930	F	11	9,750
Preventative Services	0	301	301	U		58,500	45,544	12,956	F	22	63,500
Other Sanitation	0	0	0	F		0	0	0	F		0
Total Expense - Health Services	38,235	45,400	7,165	U	19	473,065	477,270	4,205	U	1	558,537
Total Expense - Health & Regulatory Services	38,235	45,400	7,165	U	19	473,065	477,270	4,205	U	1	558,537
Total Expense - Dir Develop & Community Service	672,035	800,559	128,524	U	19	8,496,850	8,389,817	107,033	F	1	9,891,192
TOTAL EXPENDITURE - ADMIN BUSINESS UNITS	1,692,840	1,651,959	40,881	F	2	17,990,050	17,343,697	646,353	F	4	21,180,826

DIRECTORATE - INFRASTRUCTURE SERVICES
2015/2016 - OPERATING REVENUE & EXPENDITURE
April-2016

Attachment 10.6.1 (d)

Key Responsibility Areas	MONTH					YEAR TO DATE					
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
REVENUE											
Infrastructure Support											
Administration Revenue	0	0	0	U		0	0	0	U		0
Total Revenue - Infrastructure Support	0	0	0	U		0	0	0	U		0
City Environment											
Contributions	6,500	2,489	4,011	U	62	185,000	138,317	46,683	U	25	265,000
Nursery Revenue	0	0	0	U		130,000	134,603	4,603	F	4	158,000
Asset Control Revenue	0	10,443	10,443	F		139,410	135,904	3,506	U	3	139,410
Environmental Services Revenue	5,000	278	4,722	U	94	5,000	5,133	133	F	3	5,000
Total Revenue - City Environment	11,500	13,210	1,710	F	15	459,410	413,957	45,453	U	10	567,410
Engineering Infrastructure											
Design Office Revenue	0	0	0	U		0	0	0	U		0
Construction & Maintenance											
Road Grants	0	0	0	U		136,500	144,101	7,601	F	6	202,000
Contributions to Works	1,250	0	1,250	U		49,500	43,865	5,635	U	11	134,500
Reinstatement Revenue	10,000	1,689	8,311	U	83	12,500	7,782	4,718	U	38	12,500
Crossover Revenue	13,500	10,835	2,665	U	20	79,000	92,343	13,343	F	17	85,000
Asset Control Revenue	0	0	0	U		56,320	34,570	21,750	U	39	92,320
Other Revenue	0	5,502	5,502	F		0	5,502	5,502	F		0
Sub Total - Construction & Maint	24,750	18,026	6,724	U	27	333,820	328,163	5,657	U	2	526,320
Total Revenue - Engineering Infrastructure	24,750	18,026	6,724	U	27	333,820	328,163	5,657	U	2	526,320
Waste Management											
Refuse Collection	5,250	19,850	14,600	F	278	4,811,728	4,800,059	11,669	U	0	4,840,228
Recycling	12,250	142	12,108	U	99	1,341,732	1,336,248	5,484	U	0	1,346,232
Total Revenue - Waste Management	17,500	19,992	2,492	F	14	6,153,460	6,136,307	17,153	U	0	6,186,460
Collier Park Golf Course											
Collier Park Golf Course - Revenue	196,810	182,232	14,578	U	7	2,293,025	2,230,932	62,093	U	3	2,737,640
Total Revenue - Collier Park Golf Course	196,810	182,232	14,578	U	7	2,293,025	2,230,932	62,093	U	3	2,737,640
TOTAL REV - INFRASTRUCTURE SERVICES	250,560	233,461	17,099	U	7	9,239,715	9,109,358	130,357	U	1	10,017,830

DIRECTORATE - INFRASTRUCTURE SERVICES
2015/2016 - OPERATING REVENUE & EXPENDITURE
April-2016

Attachment 10.6.1 (d)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
EXPENDITURE											
Infrastructure Support & Administration											
Governance Cost	20,570	25,819	5,249	U	26	289,550	236,492	53,058	F	18	372,999
Total Expense - Infrastructure Support	20,570	25,819	5,249	U	26	289,550	236,492	53,058	F	18	372,999
City Environment											
Reserves & Parks Maintenance	346,130	444,714	98,584	U	28	3,282,860	3,378,202	95,342	U	3	3,995,720
Miscellaneous Parks Programmes	2,500	5,000	2,500	U	100	25,000	14,291	10,709	F	43	30,000
Grounds Maintenance	14,320	16,739	2,419	U	17	163,360	135,608	27,752	F	17	192,000
Streetscape Maintenance	269,500	157,727	111,773	F	41	1,686,750	1,528,661	158,089	F	9	2,118,000
Environmental Services	93,925	46,660	47,265	F	50	479,255	479,754	499	U	0	608,631
Plant Nursery	42,335	19,498	22,837	F	54	233,715	230,823	2,892	F	1	289,380
Overheads	128,880	143,961	15,081	U	12	1,330,120	1,326,832	3,288	F	0	1,594,162
Asset Holding Costs	154,335	100,000	54,335	F	35	978,830	1,000,000	21,170	U	2	1,175,000
Building Maintenance	74,205	66,063	8,142	F	11	539,550	498,106	41,444	F	8	601,459
Reserve Building Maintenance & Operations	10,770	16,668	5,898	U	55	110,710	109,654	1,056	F	1	132,250
Public Convenience Maintenance & Operations	15,095	10,524	4,571	F	30	157,780	144,537	13,243	F	8	188,000
Operations Centre Maintenance	11,340	7,051	4,289	F	38	114,820	129,354	14,534	U	13	137,500
Jetty Maintenance	1,000	0	1,000	F		11,000	8,512	2,488	F	23	13,000
Total Expense - City Environment	1,164,335	1,034,604	129,731	F	11	9,113,750	8,984,334	129,416	F	1	11,075,102
Engineering Infrastructure											
Design Office Overheads	34,125	36,826	2,701	U	8	324,670	319,840	4,830	F	1	385,792
Sub Total - Design Office	34,125	36,826	2,701	U	8	324,670	319,840	4,830	F	1	385,792
Construction & Maintenance											
Reinstatements	2,000	137	1,863	F	93	21,000	29,215	8,215	U	39	25,000
Crossovers	18,500	14,887	3,613	F	20	108,000	103,232	4,768	F	4	125,000
Asset Holding Costs	637,505	438,345	199,160	F	31	4,314,500	4,383,447	68,947	U	2	5,177,000
Roads, Paths & Drains	231,750	241,707	9,957	U	4	2,369,000	2,309,037	59,963	F	3	2,949,000
Fleet Operations	(4,530)	79,610	84,140	U		672,340	754,282	81,942	U	12	771,359
Overheads	90,585	62,352	28,233	F	31	960,465	802,956	157,509	F	16	1,151,561
Sub Total - Construction & Maintenance	975,810	837,037	138,773	F	14	8,445,305	8,382,168	63,137	F	1	10,198,920
Total Expense - Engineering Infrastructure	1,009,935	873,863	136,072	F	13	8,769,975	8,702,008	67,967	F	1	10,584,712

DIRECTORATE - INFRASTRUCTURE SERVICES
2015/2016 - OPERATING REVENUE & EXPENDITURE
April-2016

Attachment 10.6.1 (d)

Key Responsibility Areas	MONTH					YEAR TO DATE					Total Budget
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	
Waste Management											
Refuse Collection	347,815	335,656	12,159	F	3	3,692,805	3,642,552	50,253	F	1	4,506,413
Recycling	50,425	59,046	8,621	U	17	551,890	532,921	18,969	F	3	663,024
Transfer Station	107,535	74,291	33,244	F	31	642,830	749,721	106,891	U	17	759,661
Total Expense - Waste Management	505,775	468,992	36,783	F	7	4,887,525	4,925,194	37,669	U	1	5,929,098
Collier Park Golf Course											
Collier Park Golf Course - Expense	186,355	194,327	7,972	U	4	2,000,605	1,866,291	134,314	F	7	2,430,740
Total Expense - Collier Park Golf Course	186,355	194,327	7,972	U	4	2,000,605	1,866,291	134,314	F	7	2,430,740
TOTAL EXP - INFRASTRUCTURE SERVICES	2,886,970	2,597,605	289,365	F	10	25,061,405	24,714,318	347,087	F	1	30,392,651

CITY OF SOUTH PERTH
2015/2016 CAPITAL SUMMARY
April-2016

Key Responsibility Areas	MONTH					YEAR TO DATE					
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
CAPITAL REVENUE											
Chief Executive's Office											
Land Sales	0	0	0	U		3,086,363	3,060,808	25,555	U		3,626,363
Major Community Building Grants	0	0	0	U		0	0	0	U		0
Total Revenue - Chief Executive's Office	0	0	0	U		3,086,363	3,060,808	25,555	U	1	3,626,363
Directorate - Financial & Info Services											
Financial Services Capital	0	0	0	U		0	0	0	U		0
Total Revenue - Financial & Info Services	0	0	0	U		0	0	0	U		0
Directorate - Development & Community Services											
Collier Park Retirement Complex											
Collier Park Village	0	10,000	10,000	F		315,000	316,000	1,000	F	0	500,000
Collier Park Hostel	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Retirement Complex	0	10,000	10,000	F		315,000	316,000	1,000	F	0	500,000
Total Revenue - Dir Development & Community	0	10,000	10,000	F		315,000	316,000	1,000	F	0	500,000
Collier Park Golf Course											
Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Total Revenue - Collier Park Golf Course	0	0	0	U		0	0	0	U		0
Directorate - Infrastructure Services											
Roads, Paths & Drains	54,000	4,369	49,631	U	92	1,409,500	1,419,509	10,009	F	1	1,511,000
Traffic Management	0	0	0	U		0	0	0	U		0
City Environment	0	684	684	F		42,000	44,786	2,786	F	7	842,000
Building Management	1,000,000	1,000,000	0	U	0	1,000,000	1,000,000	0	U	0	1,655,000
Total Revenue - Dir Infrastructure Services	1,054,000	1,005,053	48,947	U	5	2,451,500	2,464,295	12,795	F	1	4,008,000
Underground Power											
Underground Power	0	(299)	299	U		0	41	41	F		0
Total Revenue - Underground Power	0	(299)	299	U		0	41	41	F		0
TOTAL CAPITAL REVENUE	1,054,000	1,014,755	39,246	U	4	5,852,863	5,841,144	11,719	U	0	8,134,363

CITY OF SOUTH PERTH
2015/2016 CAPITAL SUMMARY
April-2016

Key Responsibility Areas	MONTH					YEAR TO DATE					
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
CAPITAL EXPENDITURE											
Administration Projects											
Chief Executive's Office											
Administration	150,000	4,000	146,000	F	97	165,000	5,144	159,856	F	97	165,000
Ranger Services	70,000	0	70,000	F		80,000	0	80,000	F		80,000
Major Land & Building Initiatives	2,235,000	1,944,696	290,304	F		11,487,000	11,067,413	419,588	F		18,177,000
Total Expense - Chief Executive's Office	2,455,000	1,948,696	506,304	F	21	11,732,000	11,072,556	659,444	F	6	18,422,000
Directorate - Financial & Info Services											
Information Technology	45,000	82,541	37,541	U	83	769,000	439,647	329,353	F	43	1,322,000
Finance Capital Expense	0	0	0	F		0	0	0	F		0
Library Services											
General Capital Expense	0	0	0	F		0	0	0	F		0
Heritage Capital Expense	0	0	0	F		0	0	0	F		0
Total Expense - Library Services	0	0	0	F		0	0	0	F		0
Total Expense - Dir Financial Services	45,000	82,541	37,541	U	83	769,000	439,647	329,353	F	43	1,322,000
Unclassified Capital											
General Capital Expense	0	0	0	F		0	0	0	F		0
Total Expense - Unclassified Capital	0	0	0	F		0	0	0	F		0
Directorate - Development & Community Services											
Strategic Urban Planning	10,000	0	10,000	F		140,000	106,136	33,864	F	24	200,000
Community Culture & Recreation											
Community, Culture & Recreation	0	0	0	F		60,000	4,000	56,000	F	93	60,000
Total Expense - Community, Culture & Recreation	0	0	0	F		60,000	4,000	56,000	F	93	60,000
Collier Park Retirement Complex	10,000	27,631	17,631	U	176	280,000	278,385	1,615	F	1	325,000
Health & Regulatory Services											
Preventative Services	0	0	0	F		0	0	0	F		0
Total Expense - Health & Regulatory Services	0	0	0	F		0	0	0	F		0
Total Expense - Development & Community Services	20,000	27,631	7,631	U	38	480,000	388,521	91,479	F	19	585,000

CITY OF SOUTH PERTH
2015/2016 CAPITAL SUMMARY
April-2016

Key Responsibility Areas	MONTH					YEAR TO DATE					
	Month Budget	Month Actual	Variance \$	Var F/U	Var %	YTD Budget	YTD Actual	Variance \$	Var F/U	Var %	Total Budget
Collier Park Golf Course											
Collier Park Golf Course	22,315	22,317	2	U	0	429,380	437,732	8,352	U	2	474,289
Total Expense - Golf Course	22,315	22,317	2	U	0	429,380	437,732	8,352	U	2	474,289
Directorate - Infrastructure Services											
Roads, Paths & Drains											
Roadworks	268,800	213,482	55,318	F	21	2,600,800	1,552,915	1,047,885	F	40	3,422,800
Drainage	50,000	103,230	53,230	U	106	279,000	292,264	13,264	U	5	464,000
Water Management Initiatives	15,000	7,244	7,756	F	52	315,000	307,823	7,177	F	2	340,000
Paths	100,000	19,580	80,420	F	80	501,000	382,536	118,464	F	24	536,000
Other	25,000	14,314	10,686	F	43	215,000	135,088	79,912	F	37	240,000
Total - Roads, Paths & Drains	458,800	357,850	100,950	F	22	3,910,800	2,670,626	1,240,174	F	32	5,002,800
Traffic Management	72,500	23,556	48,944	F	68	687,000	426,889	260,111	F	38	1,152,000
Waste Management	56,250	3,942	52,308	F	93	210,900	193,016	17,884	F	8	243,400
City Environment											
Streetscape Projects	30,000	14,853	15,147	F	50	300,000	223,281	76,719	F	26	300,000
Park Development	530,000	533,298	3,298	U	1	1,393,000	1,166,110	226,890	F	16	2,748,000
Street & Reserve Lighting	0	23,214	23,214	U		90,000	70,316	19,684	F	22	150,000
Environmental Projects	(50,000)	33,643	83,643	U		381,500	152,604	228,896	F	60	566,500
Foreshore Asset Management	200,000	251,460	51,460	U	26	2,529,000	2,439,650	89,350	F	4	3,154,000
Total - City Environment	710,000	856,468	146,468	U	21	4,693,500	4,051,962	641,538	F	14	6,918,500
Recoverable Works	55,000	(31,113)	86,113	F		78,000	83,454	5,454	U	7	78,000
Building Management	20,000	56,357	36,357	U	182	426,000	323,602	102,398	F	24	601,000
Other Projects	(25,000)	119	25,119	U		25,000	1,190	23,810	F	95	25,000
Fleet Management	34,115	102,265	68,150	U	200	1,134,115	1,221,837	87,722	U	8	1,174,115
Sustainability	10,000	0	10,000	F		100,000	59,095	40,905	F	41	120,000
Total Expense - Dir Infrastructure Services	1,391,665	1,369,444	22,221	F	2	11,265,315	9,031,670	2,233,645	F	20	15,314,815
Underground Power											
Underground Power Project	0	0	0	F		0	0	0	F		0
Total - Underground Power	0	0	0	F		0	0	0	F		0
TOTAL CAPITAL EXPENDITURE	3,933,980	3,450,630	483,350	F	12	24,675,695	21,370,127	3,305,568	F	13	36,118,104

SCHEDULE OF SIGNIFICANT VARIANCES

Details	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed in Management Accounts
Revenue									
Parking Management	141,600	152,288	8%	F	1,417,300	1,399,550	1%	U	Meter parking revenue is now on budget expectation and parking infringement revenue is 1% below. The appointment of a dedicated officer is assisting to reverse the infringement shortfall.
Investment Revenue	191,565	183,684	4%	U	2,327,080	2,275,909	2%	U	Municipal fund investment revenue is 5% under revised budget whilst Reserve Fund interest revenue is 2% under the revised budget. Refer to Agenda Item 10.6.2 for more detailed comment.
Rating Activities	26,000	15,032	42%	U	33,487,751	33,505,630	0%	F	Interest and collection costs recovered are both ahead of budget. Refer to Agenda Item 10.6.2 for more detailed comment.
Planning Revenue	75,050	55,615	26%	U	705,150	744,936	6%	F	The year to date favourable variance relates to planning fees for JDAP applications.
Building Services Revenue	57,255	12,143	79%	U	455,510	460,620	1%	F	Continuing reversal of earlier favourable timing difference.
CPV Revenue	70,840	81,122	-	F	882,900	882,009	0%	U	Q3 Budget Review adjustment brought to account.
City Env - Contributions	6,500	2,489	62%	U	185,000	138,317	25%	U	No major event revenue this year.
Crossover Revenue	13,500	10,835	20%	U	79,000	92,343	17%	F	Q3 Budget Review adjustment brought to account.
Asset Control Revenue	0	0	-	F	56,320	34,570	39%	U	Deferred vehicle trade ins.
Waste Management Rev	17,500	19,992	14%	F	6,153,460	6,136,307	0%	U	Q3 Budget Review adjustment brought to account.
Collier Park Golf Course	196,810	182,232	7%	U	2,293,025	2,230,932	3%	U	Close to budget expectations - green fees slightly unfavourable.
Expenditure									
Corporate Support	188,325	61,837	67%	F	745,130	573,350	23%	F	Savings on salary costs from vacant positions, deferred consultant costs on CPGC expression of interest.
Building Operating Costs (after allocations outwards)	(1,920)	4,286	-	U	71,460	65,401	8%	F	Monthly variance is Q3 Budget Review adjustment brought to account. Less than anticipated utilities costs for year to date.
Human Resources Admin (after allocations outwards)	11,260	11,082	2%	F	190,225	196,752	3%	U	Favourable variance on training costs offset by higher than budgeted staff costs - additional work associated with EBA and award translations.

SCHEDULE OF SIGNIFICANT VARIANCES

Details	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed in Management Accounts
Governance Admin	14,545	48,866	-	U	666,355	608,602	9%	F	Monthly variance is Q3 Budget Review adjustment brought to account. Also timing difference on consultants costs.
Elected Members	113,390	118,331	4%	U	1,262,345	1,186,904	6%	F	These largely relate to timing differences on Councillor training and savings on support / functions.
City Communications	98,245	72,321	26%	F	693,980	641,957	7%	F	Timing difference on customer satisfaction survey costs and some salary savings.
Rangers Services	130,840	132,440	1%	U	1,283,935	1,310,356	2%	U	The use of casual/contract staff has incurred additional salaries costs.
Financial Services (after allocations outwards)	92,030	89,978	2%	F	1,261,310	1,159,513	8%	F	Favourable variance in relation to vacant positions in the Directorate Admin area plus several other small variances in relation to audit fees and allocations outwards which may reverse out in future months.
Information Services (after allocations outwards)	130,695	71,042	46%	F	905,175	817,820	10%	F	Several favourable variances on consultancy and software licensing that may reverse out in future. Allocations outwards has been adjusted and is returning progressively to closer align with budget. Also Q3 Budget Review adjustment brought to account.
Customer Focus (after allocations outwards)	29,190	24,315	17%	F	266,325	247,123	7%	F	Savings against budgeted salaries and several other small variances on administrative costs.
Library Services	214,265	216,902	2%	U	2,146,930	2,146,104	0%	F	There are currently favourable variances on purchase of books, audio visual materials and journals which may reverse out in future months. Offsetting this, salaries are above budget.
Planning Services	103,325	195,494	89%	U	1,652,215	1,649,531	0%	F	Largely the monthly variance relates to a Q3 Budget Review adjustment for heritage assessments being brought to account.
Building Services	41,720	45,873	10%	U	471,960	458,992	3%	F	Some additional salary costs, additional cost for external assessors and an additional insurance premium adjustment.
CCR Administration	86,375	93,863	9%	U	900,055	926,576	3%	U	Higher than budgeted staff costs after several position re-grades post budget adoption.
Major Events Expense	0	12,521	-	U	915,000	885,929	3%	F	Timing difference on some small supplier invoices for Australia Day.

SCHEDULE OF SIGNIFICANT VARIANCES

Details	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed in Management Accounts
Civic Functions	13,285	19,934	50%	U	108,105	90,356	16%	F	Part reversal of timing difference on outstanding supplier invoices.
Donations	12,500	992	92%	F	150,000	125,635	16%	F	There has been less 'qualifying' demand than anticipated for this program to date.
Fiesta	1,855	65,164	-	U	308,550	309,055	0%	U	Reversal of earlier timing difference on supplier invoices for Fiesta.
Senior Citizens Centre	36,250	30,817	15%	F	368,630	354,006	4%	F	Monthly variance reflects favourable cleaning and senior citizens bus maintenance costs.
Halls & Public Buildings	73,175	31,030	58%	F	443,230	433,683	2%	F	Monthly variance is Q3 Budget Review adjustment brought to account.
Collier Park Village	171,195	157,164	8%	F	1,642,045	1,627,768	1%	F	Monthly variance relates to a reversal of an earlier timing difference on building maintenance (painting) and garden maintenance.
Infrastructure Governance (after allocations outwards)	20,570	25,819	26%	U	289,550	236,492	18%	F	This variance relates largely to the extended absence of an employee in a senior role.
Reserve & Park Maint.	346,130	444,714	28%	U	3,282,860	3,378,202	3%	U	The monthly variance is due to the reversal of an earlier timing difference on maintenance activities.
Grounds Maintenance	14,320	16,739	17%	U	163,360	135,608	17%	F	Partial reversal of earlier timing difference on some maintenance programs. Timing is not affecting quality.
Streetscape Maintenance	269,500	157,727	41%	F	1,686,750	1,528,661	9%	F	The favourable YTD variance reflects savings against budget for street tree pruning and the traffic device maintenance program.
Environmental Services	93,925	46,660	50%	F	479,255	479,754	0%	U	Monthly variance is Q3 Budget Review adjustment brought to account.
Plant Nursery	42,335	19,498	54%	F	233,715	230,823	1%	F	Monthly variance is Q3 Budget Review adjustment brought to account.
Overheads - City Env.	128,880	143,961	12%	U	1,330,120	1,326,832	0%	F	Since overhead rates were adjusted in December, this area is tracking very close to anticipated overhead recovery.
Asset Holding Costs	154,335	100,000	35%	F	978,830	1,000,000	2%	U	Minor variation on estimated depreciation after Fair Value was revised at year end. It was adjusted in the Q3 Budget Review.

SCHEDULE OF SIGNIFICANT VARIANCES

Details	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed in Management Accounts
Building Maintenance Costs	112,410	100,305	11%	F	933,860	890,163	5%	F	There are a number of small timing differences as the maintenance program is implemented.
Asset Holding Costs	637,505	438,345	31%	F	4,314,500	4,383,447	2%	U	Monthly variance is Q3 Budget Review adjustment brought to account.
Roads, Paths & Drains	231,750	241,707	4%	U	2,369,000	2,309,037	3%	F	There are currently small variances on drain and sump maintenance activities but these are expected to reverse in future months.
Fleet Operations	(4,530)	79,610	-	U	672,340	754,282	12%	U	Cash expenses are 8% under budget and non cash are 6% under budget. Recoveries against jobs are behind the YTD budget and will be retrospectively adjusted at year end.
Eng Infrastructure Overheads	90,585	62,352	31%	F	960,455	802,956	16%	F	Several timing differences including salaries and carrying amounts for deferred asset trade-ins.
Waste Management	505,775	468,992	7%	F	4,887,525	4,925,194	1%	U	There is an unfavourable variance in relation to transfer station wages and a saving against budget in relation to rubbish site charges.
Collier Park Golf Course	186,355	194,327	4%	U	2,000,605	1,866,291	7%	F	Timing difference on salaries and some maintenance activities that are expected to partially reverse out in next two months.
Capital Revenue									
Building Management	1,000,000	1,000,000	-	F	1,000,000	1,000,000	-	F	Manning Hub Lotterywest grant received.
Capital Expenditure									
Major Land / Building Projects	1,695,000	1,745,561	3%	U	9,252,000	9,122,716	1%	F	Minor timing difference on the cash flows associated with the Manning Hub project.
Information Technology	45,000	82,541	83%	U	769,000	439,647	43%	F	Bulk of the expenditure will occur later in the last 2 months of the year. Most projects in progress but not yet billed - excepting those that are associated with the Manning Hub project which can only occur after the building is completed.
Strategic Urban Planning	10,000	0	-	F	140,000	106,136	18%	F	Timing difference on strategic projects.
Community, Culture & Rec.	0	4,000	-	U	60,000	4,000	93%	F	Timing difference on CSRF funding but full budget won't be required.
Collier Park Village	10,000	27,631	-	U	280,000	278,385	1%	F	Refurbishment costs close to budget expectations at this time.

SCHEDULE OF SIGNIFICANT VARIANCES

Details	Month Budget	Month Actual	Month Var %	F U	YTD Budget	YTD Actual	YTD Var %	F U	Comment on Variances disclosed in Management Accounts
Roads, Paths & Drains	458,800	357,850	22%	F	3,910,800	2,670,626	33%	F	This variance is largely caused by a budget phasing timing issue on the South Tce & Welwyn Ave projects which are being undertaken in March to May with final invoicing in May / June.
Traffic Management	72,500	23,556	68%	F	687,000	426,889	38%	F	The bulk of the favourable variance relates to a delay in invoicing in relation to the completed Manning Rd - Ley St intersection works and a delay on the Thelma St cul-de-sac.
City Environment	710,000	856,468	21%	U	4,693,500	4,051,962	14%	F	Favourable variance relates to a budget phasing issue on playground upgrades and delays in progressing the Cygnia Cove wetland works.
Recoverable Works	55,000	(31,113)	-	F	78,000	83,454	7%	U	Costs transferred to correct cost centre.
Building Management	20,000	56,357	-	U	426,000	323,602	24%	F	This variance relates to deferral of the Civic Centre refurbishment and also air conditioner replacement as both projects should necessarily run in parallel.
Fleet Management	34,115	102,265	-	U	1,134,115	1,221,837	8%	U	An incorrect amount was returned to the Plant Replacement Reserve at the Q3 Budget Review.

**CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2015/2016**

Key Responsibility Areas	2014/2015 Amended	2015/2016		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
REVENUE						
Chief Executive's Office						
City Administration	0	0	16,500	✓		Reconciliation Schedule Items marked R1
Human Resources Admin Revenue	0	0	0			Reconciliation Schedule Items marked R2
Communication	0	0	0			Reconciliation Schedule Items marked R3
Governance	0	0	0			Reconciliation Schedule Items marked R4
Ranger Services	1,673,500	1,780,500	1,800,000	✓	1%	Reconciliation Schedule Items marked R18
Total Operating Revenue - Chief Executive's Office	1,673,500	1,780,500	1,816,500	✓	2%	
Directorate - Financial & Information Services						
Administration	26,000	0	22,000	✓		Reconciliation Schedule Items marked R10
Financial Services	3,788,644	3,537,672	3,409,672	✗	(4%)	Reconciliation Schedule Items marked R11
Rating Activities	31,927,500	33,416,251	33,531,251	✓	0%	Reconciliation Schedule Items marked R33
Property Management	409,385	375,000	375,000		0%	Reconciliation Schedule Items marked R12
Information Technology	14,250	0	0			Reconciliation Schedule Items marked R13
Customer Services Admin Revenue	0	0	0			Reconciliation Schedule Items marked R14
Library Services	33,120	31,250	31,250		0%	Reconciliation Schedule Items marked R6
Total Operating Revenue - Dir Financial Services	36,198,899	37,360,173	37,369,173	✓	0%	
Directorate - Development & Community Services						
Administration	0	0	0			Reconciliation Schedule Items marked R15
Health	104,500	96,500	130,000	✓	35%	Reconciliation Schedule Items marked R16
Planning	798,250	800,150	850,150	✓	6%	Reconciliation Schedule Items marked R19
Building Services	498,250	480,250	520,250	✓	8%	Reconciliation Schedule Items marked R20
Community Culture & Recreation	811,000	870,000	897,000	✓	3%	Reconciliation Schedule Items marked R5
Collier Park Village	1,014,250	1,071,193	1,059,193	✗	(1%)	Reconciliation Schedule Items marked R7
Collier Park Hostel	0					Reconciliation Schedule Items marked R8
Total Operating Revenue - Dir Develop & Comm	3,226,250	3,318,093	3,456,593	✓	4%	
TOTAL ADMINISTRATION OPERATING REVENUE	41,098,649	42,458,766	42,642,266	✓	0%	

**CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2015/2016**

Key Responsibility Areas	2014/2015 Amended	2015/2016		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
REVENUE						
Infrastructure Support						
Administration Revenue	18,000	0	0			Reconciliation Schedule Items marked R21
Total Operating Revenue - Infrastructure Support	18,000	0	0			
City Environment						
Contributions	335,000	270,000	265,000	x	(2%)	Reconciliation Schedule Items marked R22
Nursery Revenue	165,000	158,000	158,000		0%	Reconciliation Schedule Items marked R23
Asset Control Revenue	110,040	129,410	139,410	✓	8%	Reconciliation Schedule Items marked R24
Environmental Services Revenue	0	0	5,000	✓		Reconciliation Schedule Items marked R25
Total Operating Revenue - City Environment	610,040	557,410	567,410	✓	2%	
Golf Course						
Collier Park Golf Course	2,697,920	2,792,640	2,737,640	x	(2%)	Reconciliation Schedule Items marked R9
Total Operating Revenue - Golf Course	2,697,920	2,792,640	2,737,640	x	(2%)	
Engineering Infrastructure						
Design Office Revenue	16,000	0	0			Reconciliation Schedule Items marked R26
Construction & Maintenance						
Road Grants	417,900	218,000	202,000	x	(7%)	Reconciliation Schedule Items marked R27
Contributions to Works	170,000	108,500	134,500	✓	24%	Reconciliation Schedule Items marked R28
Reinstatement Revenue	15,000	12,500	12,500		0%	Reconciliation Schedule Items marked R29
Crossover Revenue	70,000	40,000	85,000	✓	113%	Reconciliation Schedule Items marked R30
Asset Control Revenue	29,110	92,320	92,320		0%	Reconciliation Schedule Items marked R31
Other Revenue	7,500	0	0			Reconciliation Schedule Items marked R32
Waste Management	6,101,560	6,372,460	6,186,460	x	(3%)	Reconciliation Schedule Items marked R17
Total Operating Revenue - Engineer Infrastructure	6,827,070	6,843,780	6,712,780	x	(2%)	
TOTAL INFRASTRUCTURE SERVICES OP REVENUE	10,153,030	10,193,830	10,017,830	x	(2%)	
TOTAL OPERATING REVENUE	51,251,679	52,652,596	52,660,096	✓	0%	

**CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2015/2016**

Key Responsibility Areas	2014/2015 Amended	2015/2016		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
EXPENDITURE						
Chief Executive's Office						
City Administration	1,186,475	873,551	952,551	x	9%	Reconciliation Schedule Items marked E1
Human Resources Administration (after allocation)	262,851	236,246	236,246		0%	Reconciliation Schedule Items marked E2
Governance Admin	711,290	839,707	759,707	✓	(10%)	Reconciliation Schedule Items marked E3
Elected Members	1,444,235	1,527,622	1,515,622	✓	(1%)	Reconciliation Schedule Items marked E4
City Communications	485,778	554,799	654,799	x	18%	Reconciliation Schedule Items marked E5
Publications	131,000	177,500	177,500		0%	Reconciliation Schedule Items marked E6
Ranger Services	1,350,628	1,476,865	1,539,364	x	4%	Reconciliation Schedule Items marked E28
Total Operating Expense - Chief Executive's Office	5,572,257	5,686,290	5,835,789	x	3%	
Director Financial & Information Services						
Administration (after allocations out)	300,018	332,240	334,240	x	1%	Reconciliation Schedule Items marked E18
Financial Services (after allocations outwards)	1,107,579	1,176,747	1,041,747	✓	(11%)	Reconciliation Schedule Items marked E19
Property Management	1,273,428	164,000	164,000		0%	Reconciliation Schedule Items marked E20
Information Technology (after allocations out)	912,759	943,151	1,013,151	x	7%	Reconciliation Schedule Items marked E21
Customer Services Team	245,328	311,296	335,296	x	8%	Reconciliation Schedule Items marked E22
Library Services	2,452,730	2,568,411	2,565,411	✓	(0%)	Reconciliation Schedule Items marked E13
Total Operating Expense - Dir Financial Services	6,291,842	5,495,845	5,453,845	✓	(1%)	
Directorate - Development & Community Services						
Administration	231,508	239,886	239,886		0%	Reconciliation Schedule Items marked E23
Planning	1,741,289	1,885,061	1,948,561	x	3%	Reconciliation Schedule Items marked E24
Building Services	511,564	515,570	555,570	x	8%	Reconciliation Schedule Items marked E25
Health	485,045	546,537	558,537	x	2%	Reconciliation Schedule Items marked E26
Community Culture & Recreation Admin	991,802	1,079,318	1,079,318		0%	Reconciliation Schedule Items marked E7
Cultural Activities	1,710,318	1,709,693	1,764,693	x	3%	Reconciliation Schedule Items marked E8
Safer City Program	43,134	36,789	36,789		0%	Reconciliation Schedule Items marked E9
Senior Citizens	436,525	440,841	440,841		0%	Reconciliation Schedule Items marked E10
Recreation	744,610	791,522	785,522	✓	(1%)	Reconciliation Schedule Items marked E11
Halls & Public Buildings	470,518	489,643	529,643	x	8%	Reconciliation Schedule Items marked E12
Collier Park Village	1,884,918	1,926,332	1,949,832	x	1%	Reconciliation Schedule Items marked E14
Collier Park Hostel	0	0	0			Reconciliation Schedule Items marked E15

**CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2015/2016**

Key Responsibility Areas	2014/2015 Amended	2015/2016		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
Collier Park Community Centre	1,000	2,000	2,000		0%	Reconciliation Schedule Items marked E16
Total Operating Expense - Dir Develop & Comm	9,252,231	9,663,192	9,891,192	x	2%	
TOTAL ADMINISTRATION OPERATING EXPENDITURE	21,116,330	20,845,327	21,180,826	x	2%	
Infrastructure Support & Administration						
Governance Cost (after allocations outwards)	312,506	363,000	372,999	x	3%	Reconciliation Schedule Items marked E29
Total Operating Expense - Infrastructure Support	312,506	363,000	372,999	x	3%	
City Environment						
Reserves & Parks Maintenance	3,976,638	3,995,720	3,995,720		0%	Reconciliation Schedule Items marked E30
Miscellaneous Parks Programmes	30,000	30,000	30,000		0%	Reconciliation Schedule Items marked E31
Grounds Maintenance	247,000	202,000	192,000	✓	(5%)	Reconciliation Schedule Items marked E32
Streetscape Maintenance	1,870,000	2,118,000	2,118,000		0%	Reconciliation Schedule Items marked E33
Environmental Services	610,006	608,631	608,631		0%	Reconciliation Schedule Items marked E34
Plant Nursery	234,575	269,380	289,380	x	7%	Reconciliation Schedule Items marked E35
Overheads	1,099,357	1,594,162	1,594,162		0%	Reconciliation Schedule Items marked E36
Asset Holding Costs	2,500,000	2,500,000	1,175,000	✓	(53%)	Reconciliation Schedule Items marked E37
Building Maintenance	620,406	521,459	601,459	x	15%	Reconciliation Schedule Items marked E38
Reserve Building Maintenance & Operations	134,750	132,250	132,250		0%	Reconciliation Schedule Items marked E39
Public Convenience Maintenance & Operations	192,000	188,000	188,000		0%	Reconciliation Schedule Items marked E40
Depot Maintenance	134,000	137,500	137,500		0%	Reconciliation Schedule Items marked E41
Jetty Maintenance	20,000	13,000	13,000		0%	Reconciliation Schedule Items marked E42
Total Operating Expense - City Environment	11,668,732	12,310,102	11,075,102	✓	(10%)	
Golf Course						
Collier Park Golf Course	2,324,808	2,430,740	2,430,740		0%	Reconciliation Schedule Items marked E17
Total Operating Expense - CPGC	2,324,808	2,430,740	2,430,740			

**CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2015/2016**

Key Responsibility Areas	2014/2015 Amended	2015/2016		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
Engineering Infrastructure						
Design Office Overheads (after allocations outwards)	357,797	385,793	385,793		0%	Reconciliation Schedule Items marked E43
Sub Total - Design Office	357,797	385,793	385,793		0%	
Construction & Maintenance						
Reinstatements	45,000	25,000	25,000		0%	Reconciliation Schedule Items marked E44
Crossovers	100,000	100,000	125,000	x	25%	Reconciliation Schedule Items marked E45
Asset Control	4,885,000	4,902,000	5,177,000	x	6%	Reconciliation Schedule Items marked E46
Roads Footpaths & Drains	2,835,500	2,886,000	2,949,000	x	2%	Reconciliation Schedule Items marked E47
Fleet Operations	651,570	841,360	771,360	✓	(8%)	Reconciliation Schedule Items marked E48
Overheads	972,473	1,151,561	1,151,561		0%	Reconciliation Schedule Items marked E49
Waste Management	5,716,517	5,969,098	5,929,096	✓	(1%)	Reconciliation Schedule Items marked E27
Total Operating Expense - Engineer Infrastructure	15,563,857	16,260,812	16,513,810	x	2%	
TOTAL OPERATING EXPENSE - INFRASTRUCTURE	29,869,903	31,364,654	30,392,651	✓	(3%)	
TOTAL OPERATING EXPENDITURE	50,986,233	52,209,981	51,573,477	✓	(1%)	
CAPITAL REVENUE						
Directorate - CEO Office						
Capital Revenue	24,450,000	5,226,015	3,626,363	✓	(31%)	Reconciliation Schedule Items marked CR1
Total Revenue - CEO Office	24,450,000	5,226,015	3,626,363			
Directorate - Finance & Information Services						
Capital Revenue	103,500	0	0			Reconciliation Schedule Items marked CR2
Directorate - Development & Community Services						
Collier Park Village	400,000	500,000	500,000		0%	Reconciliation Schedule Items marked CR3
Total Revenue - Dir Develop & Community Services	400,000	500,000	500,000			
Directorate - Infrastructure Services						
Roads, Drains & Streets	342,500	1,585,000	1,511,000	x	(5%)	Reconciliation Schedule Items marked CR6
City Environment	727,000	0	842,000	✓		Reconciliation Schedule Items marked CR8
Building Management	130,000	1,600,000	1,655,000	✓	3%	Reconciliation Schedule Items marked CR9
Underground Power	0	0	0			Reconciliation Schedule Items marked CR10
Total Revenue - Dir Infrastructure Services	1,199,500	3,185,000	4,008,000	✓	26%	
TOTAL CAPITAL REVENUE	26,153,000	8,911,015	8,134,363	x	(9%)	

**CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2015/2016**

Key Responsibility Areas	2014/2015 Amended	2015/2016		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
CAPITAL EXPENDITURE						
Chief Executive's Office						
Administration	15,000	165,000	165,000		0%	Reconciliation Schedule Items marked CX1
Rangers Services	685,000	80,000	80,000		0%	Reconciliation Schedule Items marked CX2
Major Land & Community Building Transactions	1,897,300	17,045,000	18,177,000	x	7%	Reconciliation Schedule Items marked CX30
Total Expense - Chief Executive's Office	2,597,300	17,290,000	18,422,000	x	7%	
Directorate - Financial & Information Services						
Information Technology	1,110,000	835,000	1,322,000		58%	Reconciliation Schedule Items marked CX3
Financial Services	0	0	0			Reconciliation Schedule Items marked CX4
Library Services	0	0	0			Reconciliation Schedule Items marked CX6
Total Expense - Dir Financial & Info Services	1,110,000	835,000	1,322,000	x	58%	
Directorate - Development & Community Services						
Strategic Urban Planning	125,000	200,000	200,000		0%	Reconciliation Schedule Items marked CX27
Health & Building Regulatory	0	0	0			Reconciliation Schedule Items marked CX28
Community, Culture & Recreation	195,000	60,000	60,000		0%	Reconciliation Schedule Items marked CX5
Collier Park Retirement Complex	325,000	325,000	325,000		0%	Reconciliation Schedule Items marked CX8
Total Expense - Dir Develop & Comm Services	645,000	585,000	585,000		0%	
Unclassified Capital						
General Capital Expense	0	0	0			Reconciliation Schedule Items marked CX11
Total Expense - Unclassified Capital	0	0	0			
Directorate - Infrastructure Services						
Roads, Drains & Streets						
Roadworks	2,102,000	2,718,000	3,422,800	x	26%	Reconciliation Schedule Items marked CX12
Drainage	512,700	900,000	464,000	✓	(48%)	Reconciliation Schedule Items marked CX13
Water Management Initiatives	305,000	40,000	340,000			Reconciliation Schedule Items marked CX29
Paths	450,000	565,000	536,000	✓	(5%)	Reconciliation Schedule Items marked CX14
Other	220,000	115,000	240,000	x	109%	Reconciliation Schedule Items marked CX15
Total Exp - Roads, Drains & Streets	3,589,700	4,338,000	5,002,800	x		
Traffic Management	984,500	1,230,000	1,152,000	✓	(6%)	Reconciliation Schedule Items marked CX16
Waste Management	520,450	173,400	243,400	x	40%	Reconciliation Schedule Items marked CX9

**CITY OF SOUTH PERTH
SUMMARY OF BUDGET MOVEMENTS 2015/2016**

Key Responsibility Areas	2014/2015 Amended	2015/2016		Variance		Budget Adjustment Details
		Adopted	Amended	F/U	%	
City Environment						
Streetscape Projects	380,000	300,000	300,000		0%	Reconciliation Schedule Items marked CX17
Park Development	695,500	1,810,000	2,748,000		52%	Reconciliation Schedule Items marked CX18
Street & Reserve Lighting	0	150,000	150,000		0%	Reconciliation Schedule Items marked CX19
Environmental Projects	489,000	355,000	566,500		60%	Reconciliation Schedule Items marked CX20
Foreshore Asset Management	4,045,000	4,050,000	3,154,000		(22%)	Reconciliation Schedule Items marked CX26
Other Projects	0	50,000	78,000		56%	Reconciliation Schedule Items marked CX21
Total Capital Expense - City Environment	5,609,500	6,715,000	6,996,500			
Collier Park Golf Course	421,115	474,289	474,289		0%	Reconciliation Schedule Items marked CX7
Recoverable Works	7,500	0	25,000			Reconciliation Schedule Items marked CX22
Building Management	928,000	710,000	601,000		(15%)	Reconciliation Schedule Items marked CX23
Fleet & Plant Management	1,312,900	1,054,115	1,174,115	x	11%	Reconciliation Schedule Items marked CX24
Asset Management	205,000	0	0			Reconciliation Schedule Items marked CX31
Sustainability	130,000	120,000	120,000		0%	Reconciliation Schedule Items marked CX32
Underground Power Project	0	0	0			Reconciliation Schedule Items marked CX25
Total Expense - Dir Infrastructure Services	13,708,665	14,814,804	15,789,104	x	7%	
TOTAL CAPITAL EXPENDITURE	18,060,965	33,524,804	36,118,104	x	8%	

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
	Budget Closing Position - Est at Adoption (Including Carry Forward Funds)						6,776,610 (4,000,000)
3326.2810	Planning Legal Fees	Muni	Aug-15	15.1.1	130,000	E24	(130,000)
	Balance at Month End						2,646,610
7165.1500.30	Thelma St Cul-de-Sac at Canning Highway	Muni	Sep-15	10.5.1	75,000	CX16	(75,000)
	Balance at Month End						2,571,610
8845.5831	Manning Community Facility	Muni	Nov-15	10.6.4	437,000	CX30	(437,000)
8704.5831	Computer Network Enhancements	Muni	Nov-15	10.6.4	35,000	CX3	(35,000)
8761.5831	Server Room - Manning Hub	Muni	Nov-15	10.6.4	200,000	CX3	(200,000)
8718.5831	Web Development	Muni	Nov-15	10.6.4	25,000	CX3	(25,000)
8721.5831	Software Development	Muni	Nov-15	10.6.4	80,000	CX3	(80,000)
8758.5831	CRM Upgrade	Muni	Nov-15	10.6.4	30,000	CX3	(30,000)
8765.5831	Online DA Solution	Muni	Nov-15	10.6.4	50,000	CX3	(50,000)
8764.5831	Online Bookings	Muni	Nov-15	10.6.4	25,000	CX3	(25,000)
8767.5831	Rangers Mobility Solution	Muni	Nov-15	10.6.4	15,000	CX3	(15,000)
5573.1500.30	Renwick St (Sandgate - Canning)	Muni	Nov-15	10.6.4	125,000	CX12	(125,000)
5584.1500.30	Doneraille Park Wetland	Muni	Nov-15	10.6.4	103,000	CX29	(103,000)
5561.1500.30	Drainage Infrastructure - Catchment 40	Muni	Nov-15	10.6.4	132,000	CX29	(132,000)
5581.1500.30	Commercial Precinct Paving	Muni	Nov-15	10.6.4	26,000	CX14	(26,000)
5485.5831	SJMP Viewing Platform Repairs	Muni	Nov-15	10.6.4	125,000	CX15	(125,000)
8000.5831	Mobile Plant	Muni	Nov-15	10.6.4	425,000	CX24	(425,000)
7141.4719	LATM Planning & Forward Design	Muni	Nov-15	10.6.4	10,000	CX16	(10,000)
7145.1500.30	Area 9A & 9B Traffic Management	Muni	Nov-15	10.6.4	25,000	CX16	(25,000)
7148.4719	Mends St Upgrade Planning	Muni	Nov-15	10.6.4	22,500	CX16	(22,500)
7149.1500.30	Manning Rd - Ley St Intersection	Muni	Nov-15	10.6.4	187,000	CX16	(187,000)
7151.1500.30	Broome St Parking	Muni	Nov-15	10.6.4	16,000	CX16	(16,000)
7153.1500.30	Davilak - Edgecumbe Roundabout	Muni	Nov-15	10.6.4	157,000	CX16	(157,000)
5579.1500.30	Drainage Design Program	Muni	Nov-15	10.6.4	20,000	CX13	(20,000)
6092.2500.30	Playground Equipment Upgrades	Muni	Nov-15	10.6.4	55,000	CX18	(55,000)
6262.4719	Park Master Planning / Design	Muni	Nov-15	10.6.4	83,000	CX18	(83,000)

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
6302.2500.30	Cygnia Cove Environmental Work	Muni	Nov-15	10.6.4	100,000	CX20	(100,000)
6303.2500.30	Mt Henry Spit Weed Control	Muni	Nov-15	10.6.4	12,500	CX20	(12,500)
6304.2500.30	Salter Pt Restoration - Stage 2	Muni	Nov-15	10.6.4	48,750	CX20	(48,750)
6305.2500.30	Cloisters Foreshore Restoration	Muni	Nov-15	10.6.4	8,250	CX20	(8,250)
6257.2500.30	Western Foreshore Erosion Control	Muni	Nov-15	10.6.4	50,000	CX20	(50,000)
6301.1500.30	SJMP Promenade	Muni	Nov-15	10.6.4	880,000	CX26	(880,000)
6297.2500.30	Como Beach River Wall	Muni	Nov-15	10.6.4	19,000	CX26	(19,000)
8149.1500.30	Civic Centre Retaining Walls	Muni	Nov-15	10.6.4	48,000	CX23	(48,000)
8150.1500.30	Disability Access Ramps	Muni	Nov-15	10.6.4	71,000	CX23	(71,000)
8766.5831	Fleet Management Solution	Muni	Nov-15	10.6.4	10,000	CX24	(10,000)
5567.1500.30	Marsh Ave	Muni	Nov-15	10.6.4	10,000	CX12	(10,000)
5528.1500.30	Sulman Ave Drainage	Muni	Nov-15	10.6.4	4,000	CX13	(4,000)
8914.5831	Old Mill Precinct	Muni	Nov-15	10.6.4	15,000	CX30	(15,000)
8757.5831	Sharepoint Intranet Development	Muni	Nov-15	10.6.4	15,000	CX3	(15,000)
	Balance Excluding Q1 Review						2,871,610
1004.0102	General Purpose Grant Funding	Muni	Nov-15	10.6.5	40,000	R11	(40,000)
1103.0001	Rate Revenue	Muni	Nov-15	10.6.5	(25,000)	R33	25,000
1103.0002	Interim Rates	Muni	Nov-15	10.6.5	(50,000)	R33	50,000
3325.0499	Planning Misc Revenue	Muni	Nov-15	10.6.5	(25,000)	R19	25,000
3326.3806	Town Planning Scheme	Muni	Nov-15	10.6.5	13,500	E24	(13,500)
3134.0471	Building Material on Verge	Muni	Nov-15	10.6.5	(15,000)	R20	15,000
3216.0440	Asset Disposal Proceeds - Health	Muni	Nov-15	10.6.5	(13,000)	R16	13,000
2131.0108	Community Grant	Muni	Nov-15	10.6.5	(67,000)	R5	67,000
2136.4949	Kidsport Activities	Muni	Nov-15	10.6.5	45,000	E8	(45,000)
3135.2820	Building Services - Consultancy	Muni	Nov-15	10.6.5	40,000	E25	(40,000)
4028.2840	Infrastructure Admin Misc	Muni	Nov-15	10.6.5	2,500	E29	(2,500)
4500.0440	Asset Disposal Proceeds - Infrastructure	Muni	Nov-15	10.6.5	(10,000)	R24	10,000
4000.0103	Road Grant Revenue	Muni	Nov-15	10.6.5	16,000	R27	(16,000)
4033.0421	Contributions Revenue	Muni	Nov-15	10.6.5	(26,000)	R28	26,000
4990.1500.30	Bus Shelter Maintenance	Muni	Nov-15	10.6.5	13,000	E47	(13,000)
4991.0452	Crossover Revenue	Muni	Nov-15	10.6.5	(20,000)	R30	20,000

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
5999.0104	Capital Grant Revenue - Roads	Muni	Nov-15	10.6.5	530,000	CR6	(530,000)
7155.1500.30	Hayman Rd / Thelma St Roundabout	Muni	Nov-15	10.6.5	(530,000)	CX16	530,000
5604.1500.30	Queen St Drainage Upgrade	Muni	Nov-15	10.6.5	(150,000)	CX13	150,000
5605.1500.30	GPT Installation	Muni	Nov-15	10.6.5	(75,000)	CX13	75,000
5606.1500.30	Melville Pde Drainage	Muni	Nov-15	10.6.5	(110,000)	CX13	110,000
5589.1500.30	Duckett Drive (Isabella - Conochie)	Muni	Nov-15	10.6.5	(140,000)	CX12	140,000
5599.4719	Traffic Modelling - Station Precinct	Muni	Nov-15	10.6.5	80,000	CX12	(80,000)
7141.4719	Integrated Transport Plan	Muni	Nov-15	10.6.5	(55,000)	CX16	55,000
5610.4719	Design Work - Mill Pt / Labouchere Rd	Muni	Nov-15	10.6.5	150,000	CX12	(150,000)
8717.5831	Digital Map Images	Muni	Nov-15	10.6.5	12,000	CX3	(12,000)
0207.2823	CPGC EOI Process	Muni	Nov-15	10.6.5	100,000	E1	(100,000)
6300.1500.30	SJMP River Wall	Muni	Nov-15	10.6.5	50,000	CX26	(50,000)
6301.1500.30	SJMP River Foreshore Promenade	Muni	Nov-15	10.6.5	130,000	CX26	(130,000)
2132.2849	Consultation Software License	Muni	Nov-15	10.6.5	20,000	E5	(20,000)
2211.2848	Rangers Accommodation Planning	Muni	Nov-15	10.6.5	30,000	E28	(30,000)
4470.4500.30	Maintenance - Public Art	Muni	Nov-15	10.6.5	10,000	E38	(10,000)
4308.4500.30	Maintenance - Animal Care Facility	Muni	Nov-15	10.6.5	10,000	E38	(10,000)
4309.4500.30	Maintenance - Rangers Office	Muni	Nov-15	10.6.5	5,000	E38	(5,000)
3216.0440	Asset Disposal Proceeds - Health	Muni	Nov-15	10.6.5	(13,000)	R16	13,000
8961.5831	EJ Oval Precinct Upgrade	Muni	Nov-15	10.6.5	640,000	CX30	(640,000)
9917.7802	Transfer to Muni Fund	Muni	Nov-15	10.6.5	640,000	TRANS	0
1045.9917	Transfer from Reserve	Muni	Nov-15	10.6.5	(640,000)	TRANS	640,000
8843.5831	Land Acquisition	Muni	Nov-15	10.6.5	520,000	CX30	(520,000)
8845.5831	Manning Hub	Muni	Nov-15	10.6.5	(520,000)	CX30	520,000
8703.5831	IT Acquisitions	Muni	Nov-15	10.6.5	70,000	CX3	(70,000)
8704.5831	Network Enhancements	Muni	Nov-15	10.6.5	(20,000)	CX3	20,000
8705.5831	Communication Equipment	Muni	Nov-15	10.6.5	50,000	CX3	(50,000)
8721.5831	Software Acquisition	Muni	Nov-15	10.6.5	(120,000)	CX3	120,000
8708.5831	EDMS System	Muni	Nov-15	10.6.5	(25,000)	CX3	25,000
8758.5831	CRM Workflow Development	Muni	Nov-15	10.6.5	(30,000)	CX3	30,000
8762.2820	IT Consultancy	Muni	Nov-15	10.6.5	75,000	CX3	(75,000)
2132.1901	Communications / Marketing Salaries	Muni	Nov-15	10.6.5	20,000	E5	(20,000)
3015.1901	Governance Salaries	Muni	Nov-15	10.6.5	(20,000)	E3	20,000

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
4910.5915	Depreciation - Parks Assets	Muni	Nov-15	10.6.5	(1,400,000)	E37	0
3215.5850	Carrying Amount - Asset Sold	Muni	Nov-15	10.6.5	12,000	E26	0
4501.5850	Carrying Amount - Asset Sold	Muni	Nov-15	10.6.5	10,000	E48	0
Balance Sheet	Adjustment to Estimated Opening Position	Muni	Nov-15	10.6.5	1,276,193	-	(1,276,193)
	Balance at Month End						1,622,417
0206.0440	Proceeds on Sale of Asset - CEO Office	Muni	Feb-16	10.6.4	(16,500)	R1	16,500
2233.0440	Proceeds on Sale of Asset - Ranger Serv	Muni	Feb-16	10.6.4	(24,000)	R18	24,000
2209.4905	ESL - City Buildings	Muni	Feb-16	10.6.4	5,000	E28	(5,000)
0499.0440	Proceeds on Sale of Asset - DFIS	Muni	Feb-16	10.6.4	(22,000)	R10	22,000
1004.0102	General Grant Revenue	Muni	Feb-16	10.6.4	18,000	R11	(18,000)
1005.0499	Financial Services Misc Rev	Muni	Feb-16	10.6.4	(30,000)	R11	30,000
1103.0002	Interim Rates Revenue	Muni	Feb-16	10.6.4	(50,000)	R33	50,000
1103.0006	Property Enquiries	Muni	Feb-16	10.6.4	25,000	R33	(25,000)
1006.2830	Bank Fees	Muni	Feb-16	10.6.4	(20,000)	E19	20,000
3325.0468	Planning Fees	Muni	Feb-16	10.6.4	(25,000)	R19	25,000
3326.2810	Planning Services Legal Fees	Muni	Feb-16	10.6.4	(10,000)	E24	10,000
3135.1901	Building Services Salaries	Muni	Feb-16	10.6.4	(20,000)	E25	20,000
3135.2820	Building Services Consultants	Muni	Feb-16	10.6.4	20,000	E25	(20,000)
3213.0461	Food Vendor Permits	Muni	Feb-16	10.6.4	(7,500)	R16	7,500
3213.0499	Food Shop Licences	Muni	Feb-16	10.6.4	(13,000)	R16	13,000
3216.0440	Proceeds on Sale of Asset - Environ Health	Muni	Feb-16	10.6.4	13,000	R16	(13,000)
2341.1710	Manning Library - Data Link	Muni	Feb-16	10.6.4	(10,000)	E13	10,000
2692.1710	GBLC - Data Link	Muni	Feb-16	10.6.4	(6,000)	E11	6,000
2611.0357	Hall Hire - Community Centre	Muni	Feb-16	10.6.4	15,000	R5	(15,000)
4028.2820	Infrastructure Services Admin - Consultants	Muni	Feb-16	10.6.4	7,500	E29	(7,500)
4030.1901	Infrastructure Design - Salaries	Muni	Feb-16	10.6.4	(30,000)	E43	30,000
4030.2820	Infrastructure Design - Consultants	Muni	Feb-16	10.6.4	30,000	E43	(30,000)
4034.0355	Casual Ground Hire	Muni	Feb-16	10.6.4	20,000	R22	(20,000)
4465.2500.30	Grounds Maintenance Old Mill	Muni	Feb-16	10.6.4	(10,000)	E32	10,000
4324.4500.30	Building Maintenance Old Mill	Muni	Feb-16	10.6.4	10,000	E38	(10,000)
4319.4500.30	Building Maintenance Bridge Club	Muni	Feb-16	10.6.4	10,000	E38	(10,000)

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
4991.0452	Crossovers Revenue		Feb-16	10.6.4	(15,000)	R30	15,000
4992.1500.30	Crossovers Expense	Muni	Feb-16	10.6.4	15,000	E45	(15,000)
5998.0108	City Environment Capital Grants	Muni	Feb-16	10.6.4	(34,000)	CR8	34,000
6317.2500.30	Cygnia Cove Natural Area	Muni	Feb-16	10.6.4	42,000	CX20	(42,000)
5998.0108	City Environment Capital Grants	Muni	Feb-16	10.6.4	(8,000)	CR8	8,000
6999.7128.30	Recoverable Works - City Env	Muni	Feb-16	10.6.4	8,000	CX22	(8,000)
6999.7130.30	Recoverable Works - City Env	Muni	Feb-16	10.6.4	15,000	CX22	(15,000)
4034.0427	Contributions - Parks	Muni	Feb-16	10.6.4	(15,000)	R22	15,000
4034.0427	Contributions - Parks	Muni	Feb-16	10.6.4	(30,000)	R22	30,000
8839.0458	Profit - Disposal of Manning Land	Muni	Feb-16	10.6.4	(120,000)	CR1	120,000
8508.5831	Land Transaction Costs	Muni	Feb-16	10.6.4	65,000	CX30	(65,000)
5559.1500.30	Drainage - Catchment 32	Muni	Feb-16	10.6.4	(75,000)	CX13	75,000
5563.1500.30	Drainage - Catchment 36	Muni	Feb-16	10.6.4	(50,000)	CX13	50,000
7149.1500.30	Manning Rd / Ley St	Muni	Feb-16	10.6.4	25,000	CX16	(25,000)
5612.1500.30	King Edward St (Angelo - Hopetoun)	Muni	Feb-16	10.6.4	162,000	CX12	(162,000)
5999.0104	Capital Grants Revenue - Roads	Muni	Feb-16	10.6.4	(162,000)	CR6	162,000
5611.1500.30	McDougall St (Clydesdale - Lockhart)	Muni	Feb-16	10.6.4	144,000	CX12	(144,000)
5999.0104	Capital Grants Revenue - Roads	Muni	Feb-16	10.6.4	(144,000)	CR6	144,000
5613.1500.30	Talbot Ave (Henley - Cale)	Muni	Feb-16	10.6.4	150,000	CX12	(150,000)
5999.0104	Capital Grants Revenue - Roads	Muni	Feb-16	10.6.4	(100,000)	CR6	100,000
8766.5831	Fleet Management Solution	Muni	Feb-16	10.6.4	50,000	CX24	(50,000)
7145.1500.30	Area 9A & 9B Traffic Management	Muni	Feb-16	10.6.4	(25,000)	CX16	25,000
7151.1500.30	Broome St Parking	Muni	Feb-16	10.6.4	(16,000)	CX16	16,000
7153.1500.30	Davilak & Edgcombe St Roundabout	Muni	Feb-16	10.6.4	(147,000)	CX16	147,000
7166.1500.30	Mt Henry / Hope St Roundabout	Muni	Feb-16	10.6.4	180,000	CX16	(180,000)
7164.1500.30	Marsh Ave / Griffin Roundabout	Muni	Feb-16	10.6.4	(80,000)	CX16	80,000
7155.1500.30	Hayman Rd / Thelma St Roundabout	Muni	Feb-16	10.6.4	10,000	CX16	(10,000)
7141.4719	Integrated Transport Plan	Muni	Feb-16	10.6.4	15,000	CX16	(15,000)
5584.1500.30	Doneraille Wetland	Muni	Feb-16	10.6.4	65,000	CX29	(65,000)
6300.2500.30	SJMP Riverwall - Mends St	Muni	Feb-16	10.6.4	25,000	CX26	(25,000)
8843.5831	Land Purchase	Muni	Feb-16	10.6.4	(25,000)	CX30	25,000
3421.0251	Rubbish Service Charges	Muni	Feb-16	10.6.4	200,000	R17	(200,000)
3421.0440	Waste Proceeds on Sale of Asset	Muni	Feb-16	10.6.4	(9,000)	R17	9,000

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
3451.0254	Sale of Recycled Materials	Muni	Feb-16	10.6.4	(10,000)	R17	10,000
3422.3933	Rivers Regional Council Membership Contrib	Muni	Feb-16	10.6.4	(10,000)	E27	10,000
3472.3931	Rubbish Site Charges	Muni	Feb-16	10.6.4	(40,000)	E27	40,000
3472.3932	Rubbish Removal - Cleanaway	Muni	Feb-16	10.6.4	(30,000)	E27	30,000
3482.3931	Verge Side - Rubbish Charges	Muni	Feb-16	10.6.4	150,000	E27	(150,000)
3482.3936	Verge Side - Rubbish Removal	Muni	Feb-16	10.6.4	50,000	E27	(50,000)
4901.3931	Street & Reserve Rubbish - Site Charges	Muni	Feb-16	10.6.4	7,500	E27	(7,500)
3452.3931	Recycling - Site Charges	Muni	Feb-16	10.6.4	(60,000)	E27	60,000
4222.3935.30	Waste Transport Costs	Muni	Feb-16	10.6.4	(157,500)	E27	157,500
8958.2500.30	Green Waste Tub Grinding	Muni	Feb-16	10.6.4	10,000	CX9	(10,000)
8964.2500.30	Transfer Station Re-Design	Muni	Feb-16	10.6.4	10,000	CX9	(10,000)
1044.9912	Transfer to Waste Reserve	Muni	Feb-16	10.6.4	(111,000)	TRANS	111,000
9912.7801	Transfer to Muni Fund	Muni	Feb-16	10.6.4	111,000	TRANS	0
2419.0201	CPV Maintenance Fees	Muni	Feb-16	10.6.4	20,000	R7	(20,000)
2419.0207	CPV Rental Income	Muni	Feb-16	10.6.4	(20,000)	R7	20,000
2420.2860	CPV General Insurance	Muni	Feb-16	10.6.4	(60,000)	E14	60,000
2420.3621	CPV Building Insurance	Muni	Feb-16	10.6.4	60,000	E14	(60,000)
8000.5831	Mobile Plant Acquisitions	Muni	Feb-16	10.6.4	(365,000)	CX24	365,000
1044.9901	Transfer to Plant Reserve	Muni	Feb-16	10.6.4	365,000	TRANS	(365,000)
9901.7801	Transfer from Muni Fund	Muni	Feb-16	10.6.4	(365,000)	TRANS	0
5597.1500.30	Parking Strategy Implementation	Muni	Feb-16	10.6.4	23,800	CX12	(23,800)
9922.7802	Transfer to Muni Fund	Muni	Feb-16	10.6.4	23,800	TRANS	0
1045.9922	Transfer from Parking Reserve	Muni	Feb-16	10.6.4	(23,800)	TRANS	23,800
5991.0108	SPLTC Capital Contribution	Muni	Feb-16	10.6.4	(800,000)	CR8	800,000
6318.2500.30	SP Tennis Club Capital Works	Muni	Feb-16	10.6.4	800,000	CX18	(800,000)
8703.5831	IT Acquisitions	Muni	Feb-16	10.6.4	35,000	CX3	(35,000)
8726.5831	Meeting Rooms Technology	Muni	Feb-16	10.6.4	20,000	CX3	(20,000)
8768.5831	Civic Hall AV Systems Upgrade	Muni	Feb-16	10.6.4	25,000	CX3	(25,000)
8763.5831	Unified Communications Project	Muni	Feb-16	10.6.4	(25,000)	CX3	25,000
8708.5831	EDMS System Upgrade	Muni	Feb-16	10.6.4	(15,000)	CX3	15,000
8767.5831	Rangers Mobility Solution	Muni	Feb-16	10.6.4	(15,000)	CX3	15,000
8762.2820	IT Projects Consultancy	Muni	Feb-16	10.6.4	(25,000)	CX3	25,000
0207.5850	Carrying Amt Sale of Asset CEO Office	Muni	Feb-16	10.6.4	3,000	E1	0

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
0500.5850	Carrying Amt Sale of Asset DFIS	Muni	Feb-16	10.6.4	2,000	E18	0
2006.5910	Ammortisation Expense	Muni	Feb-16	10.6.4	24,000	E22	0
2142.4915	Donations	Muni	Feb-16	10.6.4	10,000	E8	(10,000)
	Balance at Month End						1,807,917
8839.0458	Profit on Sale of Land - Manning Commercial	Muni	Mar-16	15.1.1	1,719,652	CR1	(1,719,652)
1044.9917	Transfer to MCF Reserve	Muni	Mar-16	15.1.1	(1,719,652)	TRANS	1,719,652
9917.7801	Transfer from Muni Fund	Muni	Mar-16	15.1.1	(1,719,652)	TRANS	0
	Balance at Month End						1,807,917
1050.3521	Admin Centre Electricity	Muni	Apr-16	10.6.4	(30,000)	E1	30,000
1306.1710	Corporate Data Services	Muni	Apr-16	10.6.4	60,000	E21	(60,000)
3015.1901	Governance & Admin Salaries	Muni	Apr-16	10.6.4	(60,000)	E3	60,000
2132.1901	Marketing & Communications Salaries	Muni	Apr-16	10.6.4	60,000	E5	(60,000)
2206.0413	Dog Licenses	Muni	Apr-16	10.6.4	(7,000)	R18	7,000
2233.0409	Meter Parking	Muni	Apr-16	10.6.4	25,000	R18	(25,000)
2233.0440	Parking Proceeds on Sale of Asset	Muni	Apr-16	10.6.4	(13,500)	R18	13,500
1046.0431	Investment Revenue - Muni Fund	Muni	Apr-16	10.6.4	50,000	R11	(50,000)
1046.0435	Investment Revenue - Reserves	Muni	Apr-16	10.6.4	50,000	R11	(50,000)
1103.0012	Legal / Collection Cost Recovered	Muni	Apr-16	10.6.4	(15,000)	R33	15,000
1047.2835	Loan Interest - City Loans	Muni	Apr-16	10.6.4	(115,000)	E19	115,000
3326.1705	Planning - Postage	Muni	Apr-16	10.6.4	10,000	E24	(10,000)
3326.3835	Heritage Assessments	Muni	Apr-16	10.6.4	(80,000)	E24	80,000
3134.0471	Materials on Verge	Muni	Apr-16	10.6.4	(25,000)	R20	25,000
2133.0108	Fiesta Grants & Sponsorship	Muni	Apr-16	10.6.4	25,000	R5	(25,000)
4034.0355	Parks - Casual Ground Hire	Muni	Apr-16	10.6.4	30,000	R22	(30,000)
3235.0499	Env Management Misc Revenue	Muni	Apr-16	10.6.4	(5,000)	R25	5,000
4236.2500.30	Plant Nursery Operations	Muni	Apr-16	10.6.4	20,000	E35	(20,000)
4909.2500.30	Wetland Maintenance	Muni	Apr-16	10.6.4	(50,000)	E34	50,000
3025.1901	Environmental Services Salaries	Muni	Apr-16	10.6.4	50,000	E34	(50,000)

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
4305.4500.30	Civic Hall Maintenance	Muni	Apr-16	10.6.4	35,000	E38	(35,000)
4991.0452	Crossover Revenue	Muni	Apr-16	10.6.4	(10,000)	R30	10,000
4992.1500.30	Crossover Expenditure	Muni	Apr-16	10.6.4	10,000	E45	(10,000)
5995.0421	Contributions - Parks	Muni	Apr-16	10.6.4	(20,000)	CR8	20,000
5995.0426	Contribution - Roadworks	Muni	Apr-16	10.6.4	(10,000)	CR6	10,000
5995.0499	Road Reserve Inspection Fee	Muni	Apr-16	10.6.4	(20,000)	CR6	20,000
1050.3622	Cleaning - Admin Building	Muni	Apr-16	10.6.4	6,000	E1	(6,000)
2331.3622	Cleaning - Civic Library	Muni	Apr-16	10.6.4	7,000	E13	(7,000)
5573.1500.30	Renwick St (Sandgate - Parsons)	Muni	Apr-16	10.6.4	35,000	CX12	(35,000)
5586.1500.30	Marsh Ave (Parsons - Griffin)	Muni	Apr-16	10.6.4	(50,000)	CX12	50,000
5591.1500.30	Jubilee St (Douglas - Weston)	Muni	Apr-16	10.6.4	(50,000)	CX12	50,000
5592.1500.30	Roebuck (Edgewater - Mt Henry)	Muni	Apr-16	10.6.4	40,000	CX12	(40,000)
5593.1500.30	Alston Ave (Canning - Labouchere)	Muni	Apr-16	10.6.4	25,000	CX12	(25,000)
5603.4719	Path Asset Survey	Muni	Apr-16	10.6.4	(55,000)	CX14	55,000
7148.4719	Mends St Upgrade Planning	Muni	Apr-16	10.6.4	(22,500)	CX16	22,500
7155.1500.30	Hayman / Thelma St Roundabout	Muni	Apr-16	10.6.4	75,000	CX16	(75,000)
6313.2500.30	Water Body Risk Mitigation	Muni	Apr-16	10.6.4	(25,000)	CX20	25,000
6257.2500.30	Erosion Control - Western Foreshore	Muni	Apr-16	10.6.4	(50,000)	CX20	50,000
8123.5831	Civic Centre Air Con Replacement	Muni	Apr-16	10.6.4	(50,000)	CX23	50,000
8149.1500.30	Civic Centre Car Park Wall Replacement	Muni	Apr-16	10.6.4	(118,000)	CX23	118,000
8250.4719	Building Asset Condition Report	Muni	Apr-16	10.6.4	(60,000)	CX23	60,000
4930.1500.30	Footpath Maintenance	Muni	Apr-16	10.6.4	50,000	E47	(50,000)
5994.0421	Contribution to Building	Muni	Apr-16	10.6.4	(55,000)	CR9	55,000
6999.7170.30	Recoverable Works - WCG Thomas Pav	Muni	Apr-16	10.6.4	55,000	CX22	(55,000)
6306.1500.30	Millers Pool	Muni	Apr-16	10.6.4	(2,000,000)	CX26	2,000,000
1045.9917	Tsfr from Major Facilities Res	Muni	Apr-16	10.6.4	2,000,000	TRANS	(2,000,000)
9917.7802	Tsfr to Muni Fund	Muni	Apr-16	10.6.4	(2,000,000)	TRANS	0
2419.0201	CPV Maintenance Fees	Muni	Apr-16	10.6.4	12,000	R7	(12,000)
2419.0207	CPV Rental Income	Muni	Apr-16	10.6.4	(12,000)	R7	12,000
2419.0435	CPV Reserve Interest	Muni	Apr-16	10.6.4	12,000	R7	(12,000)
2420.3628	CPV Sanitation Costs	Muni	Apr-16	10.6.4	(4,000)	E14	4,000
2420.2842	Gardens Maintenance	Muni	Apr-16	10.6.4	(25,000)	E14	25,000
9923.7802	Tsfr to Muni Fund	Muni	Apr-16	10.6.4	(17,000)	TRANS	0

2015/2016 BUDGET RECONCILIATION SCHEDULE - SHOWING MOVEMENTS BETWEEN ADOPTED AND AMENDED BUDGET

Account No	Account Details	Fund	Month Approved	Agenda Item No	Adjustment Amount	Line Total Affected	Budget Impact
1045.9923	Tsfr from CPV Reserve	Muni	Apr-16	10.6.4	17,000	TRANS	(17,000)
3421.0253	Transfer Station Entry Fees	Muni	Apr-16	10.6.4	15,000	R17	(15,000)
3451.0252	Recycling Charges	Muni	Apr-16	10.6.4	(10,000)	R17	10,000
3472.3931	H Hold Waste Site Charges	Muni	Apr-16	10.6.4	50,000	E27	(50,000)
3472.3932	Cleanaway H Hold Waste Charges	Muni	Apr-16	10.6.4	(50,000)	E27	50,000
4222.3931.30	Transfer Station Site Charges	Muni	Apr-16	10.6.4	50,000	E27	(50,000)
8954.5831	Transfer Station Redevelopment	Muni	Apr-16	10.6.4	50,000	CX9	(50,000)
1044.9912	Tsfr to Waste Reserve	Muni	Apr-16	10.6.4	(105,000)	TRANS	105,000
9912.7801	Tsfr from Muni Fund	Muni	Apr-16	10.6.4	105,000	TRANS	0
0429.0351	CPGC - Pro Shop Rental	Muni	Apr-16	10.6.4	18,000	R9	(18,000)
0429.0440	CPGC - Proceeds on Sale of Asset	Muni	Apr-16	10.6.4	(13,000)	R9	13,000
0429.0455	CPGC - Green Fees	Muni	Apr-16	10.6.4	50,000	R9	(50,000)
1044.9911	Tsfr to CPGC Reserve	Muni	Apr-16	10.6.4	(55,000)	TRANS	55,000
9911.7801	Tsfr from Muni Fund	Muni	Apr-16	10.6.4	55,000	TRANS	0
2234.5850	Parking Carrying Amt on Sale of Asset	Muni	Apr-16	10.6.4	17,500	E28	0
0205.5915	Depreciation - Elected Members	Muni	Apr-16	10.6.4	(12,000)	E4	0
1306.5915	Depreciation - Info Services	Muni	Apr-16	10.6.4	10,000	E21	0
2234.5915	Depreciation - Parking	Muni	Apr-16	10.6.4	10,000	E28	0
2420.5915	Depreciation - CPV	Muni	Apr-16	10.6.4	52,500	E14	0
2681.5915	Depreciation - Halls	Muni	Apr-16	10.6.4	40,000	E12	0
4501.5915	Depreciation - Rec & Parks	Muni	Apr-16	10.6.4	(20,000)	E48	0
4906.5915	Depreciation - Road Plant	Muni	Apr-16	10.6.4	(60,000)	E48	0
4910.5915	Depreciation - Parks	Muni	Apr-16	10.6.4	75,000	E37	0
4912.5915	Depreciation - Roads, Paths, Drains	Muni	Apr-16	10.6.4	275,000	E46	0
8703.5831	IT Acquisitions	Muni	Apr-16	10.6.4	(55,000)	CX3	(55,000)
8708.5831	EDMS System	Muni	Apr-16	10.6.4	(10,000)	CX3	(10,000)
8758.5831	CRM Workflow Development	Muni	Apr-16	10.6.4	(25,000)	CX3	(25,000)
8761.5831	Manning Hub Server Room / DR Site	Muni	Apr-16	10.6.4	90,000	CX3	90,000
	Balance at Month End						2,085,917

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 30 APR 2016**

Attachment 10.6.1(i)

	ORIGINAL BUDGET \$	2016 ACTUAL YTD \$	2016 REVISED BUDGET \$
REVENUE (Excluding Rates)			
General Purpose Funding	4,079,672	3,208,053	3,911,672
Governance	75,000	105,452	105,000
Law, Order & Public Safety	103,000	104,205	110,000
Education	0	0	0
Health	95,500	127,249	116,000
Welfare	0	0	0
Housing	1,570,593	1,201,782	1,558,593
Community Amenities	7,161,550	6,867,984	7,021,550
Recreation & Culture	4,280,950	3,516,222	4,289,950
Transport	1,948,000	1,769,337	2,112,000
Economic Services	620,250	595,222	660,250
Other Property & Services	108,500	49,367	134,500
Net Operating Revenue Excluding Rates	20,043,015	17,544,874	20,019,515
OPERATING EXPENDITURE			
General Purpose Funding	(797,004)	(509,501)	(682,004)
Governance	(6,576,028)	(5,329,130)	(7,228,028)
Law, Order & Public Safety	(779,457)	(739,660)	(839,457)
Education	(70,500)	(53,704)	(70,500)
Health	(559,037)	(477,297)	(559,037)
Welfare	(510,841)	(404,891)	(510,841)
Housing	(2,251,707)	(1,906,770)	(2,275,207)
Community Amenities	(8,877,960)	(7,470,348)	(9,514,960)
Recreation & Culture	(18,930,135)	(14,750,889)	(17,999,135)
Transport	(13,448,573)	(10,999,569)	(14,401,573)
Economic Services	(773,070)	(689,815)	(833,070)
Other Property & Services	(329,928)	(608,060)	(612,928)
Net Operating Expense	(53,904,240)	(43,939,635)	(55,526,740)
Net Operating Result - Excluding Rates	(33,861,225)	(26,394,761)	(35,507,225)
Adjust for Cash Budget Requirements (Non Cash Items)			
Depreciation of Assets	10,395,250	7,862,652	9,365,750
Amortisation Expense	48,000	61,692	72,000
Movement in Employee Benefit Provisions (N/C)	0	0	0
Movement in CPV Liability	750,000	(721,119)	750,000
Movement in Deferred Pensioner Rates Debtors	25,000	36,980	25,000
Reclassify Assets Held for Sale to Non Current	0	134,792	0
Movement in Non Current Investments	0	0	0
Movement in Other Non Current Accruals	(29,697)	528,776	0
Net Non Cash Items	11,188,553	7,903,773	10,212,750

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 30 APR 2016**

Attachment 10.6.1(i)

	ORIGINAL BUDGET \$	2016 ACTUAL YTD \$	2016 REVISED BUDGET \$
CAPITAL EXPENDITURE			
Acquisition of Fixed Assets			
Purchase of Buildings & Land	(17,200,000)	(10,900,473)	(17,477,000)
Purchase of Furniture & Fittings	(545,000)	(1,144)	(15,000)
Purchase of Technology	(417,000)	(241,649)	(785,000)
Purchase of Plant & Equipment	(183,400)	(83,889)	(155,000)
Purchase of Mobile Plant	(1,264,415)	(1,477,214)	(1,212,515)
Construction of Infrastructure Assets	(11,591,000)	(6,644,338)	(11,630,800)
Purchase of Artworks	(120,000)	1,129	(705,300)
Incomplete / Uncapitalised Works	(4,000,000)	0	0
Acquisition of Software	(370,000)	0	0
	(35,690,815)	(19,347,577)	(31,980,615)
Repayment of Loans			
Loan Principal Repayments	(1,278,611)	(989,319)	(1,278,611)
Self Supporting Loan Advanced	0	0	0
	(1,278,611)	(989,319)	(1,278,611)
Total Capital Expenditure	(36,969,426)	(20,336,896)	(33,259,226)
Capital Revenues			
Proceeds from Disposal of Land	5,255,712	1,574,444	3,626,363
Proceeds from Asset Disposals	328,330	353,856	449,330
Cash Deposit Received - Deferred Land Sale	565,356	565,356	565,356
Grants for the Acquisition of Assets	3,185,000	2,300,889	3,793,000
Proceeds of New Loans	5,000,000	0	5,000,000
Self Supporting Loan Principal Recouped	263,326	253,119	263,326
	14,597,724	5,047,664	13,697,375
Reserve Transfers			
Transfers to Reserves	(14,534,793)	(10,334,404)	(12,909,141)
Transfers from Reserves	20,931,744	18,858,638	19,578,544
	6,396,951	8,524,234	6,669,403
Add			
Opening Position Surplus (Deficit)	8,642,782	7,366,589	7,366,589
Less			
Closing Position (Surplus) Deficit	(2,776,610)	(15,018,619)	(2,085,917)
AMOUNT TO BE MADE UP FROM RATES	(32,781,251)	(32,908,016)	(32,906,251)

Figures contained on this statement necessarily include accounting estimates and accruals

**CITY OF SOUTH PERTH
RATE SETTING STATEMENT
FOR THE PERIOD ENDED 30 APR 2016**

Attachment 10.6.1(i)

	ORIGINAL BUDGET \$	2016 ACTUAL YTD \$	2016 REVISED BUDGET \$
COMPOSITION OF CLOSING POSITION			
Current Assets			
Cash & Cash Equivalents - Unrestricted	7,058,943	19,536,507	6,368,250
Cash & Cash Equivalents - Restricted	52,932,090	50,804,807	52,659,638
Trade & Other Receivables			
Rates	196,509	727,341	196,509
Sundry Debtors	150,204	1,559,618	150,204
Infringement Debtors	370,400	446,123	370,400
GST Debtors	948,863	435,211	948,863
Pension Rebate Receivable	18,262	137,537	18,262
UGP Debtors	0	31,007	0
ESL Debtors - Year end only	56,006	0	56,006
Self Supporting Loan Debtors	275,256	9,433	275,256
Provision for Doubtful Debts	(199,436)	(194,538)	(199,436)
Inventories	136,238	208,734	136,238
Inventories - Assets Held for Sale	0	0	0
Accrued Interest	539,858	388,556	539,858
Prepayments	446,015	466,000	446,015
Sub Total	62,929,208	74,556,336	61,966,063
Exclude:			
Inventories - Land Held for Resale	0	0	0
Self Supporting Loan Debtors	(275,256)	(9,433)	(275,256)
	62,653,952	74,546,903	61,690,807
Current Liabilities			
Trade & Other Payables			
Accounts Payable	2,285,828	4,531,422	2,285,828
Income in Advance	93,373	2,504	93,373
Accrued Wages	477,224	222,826	477,224
Accrued Interest Expense	35,310	0	35,310
Interest Bearing Liabilities	1,388,389	160,540	1,388,389
Employee Provisions - Annual Leave	2,065,683	2,168,043	2,065,683
Employee Provisions - Long Service Leave	1,987,834	1,798,682	1,987,834
Sub Total	8,333,641	8,884,017	8,333,641
Exclude			
Borrowings	(1,388,389)	(160,540)	(1,388,389)
Liabilities Associated with Restricted Assets	0		0
	6,945,252	8,723,477	6,945,252
(Adjusted) Net Current Assets	55,708,700	65,823,426	54,745,555
Calculation of Net Current Assets			
(Adjusted) Net Current Assets	55,708,700	65,823,426	54,745,555
Less			
Restricted Cash - Reserves	(52,932,090)	(50,804,807)	(52,659,638)
SURPLUS (DEFICIT)	2,776,610	15,018,619	2,085,917

Figures contained on this statement necessarily include accounting estimates and accruals

**STATEMENT of ALL COUNCIL FUNDS
AS AT 30 APR 2016**

Municipal Fund		\$ 19,868,392
	Investments	19,186,812
	Current Account at Bank	678,195
	Cash on Hand	3,385
	Transfers from Reserves	0
		19,868,392
		19,868,392
Trust Fund	(Non Controlled Funds)	\$ 885,333
	Investments	525,000
	Current Account at Bank	360,333
		885,333
		885,333
Cash Backed Reserves		\$ 50,804,807
	Discretionary Reserves	
	Plant Replacement Reserve	577,179
	Reticulation and Pump Reserve	342,871
	Information Technology Reserve	1,010,290
	Insurance Risk Reserve	372,170
	Major Community Facilities Reserve	18,104,268
	Underground Power Reserve	106,143
	Parking Facilities Reserve	337,782
	River Wall Reserve	161,954
	Railway Station Precincts Reserve	753,756
	Sustainable Infrastructure Reserve	2,994,012
	Public Art Reserve	101,739
	Quarantined Reserves	
	CPV Residents Loan Offset Reserve	20,681,126
	Collier Park Golf Course Reserve	484,696
	Waste Management Reserve	3,565,528
	Collier Park Village Reserve	1,211,292
Reserves represented by:		
	Investments	50,472,922
	Accrued Interest	331,885
	Transfers from Muni to be funded	0
		50,804,807
		50,804,807
TOTAL COUNCIL FUNDS		\$ 71,558,532
		71,558,532

**SUMMARY OF CASH INVESTMENTS
AS AT 30 APR 2016**

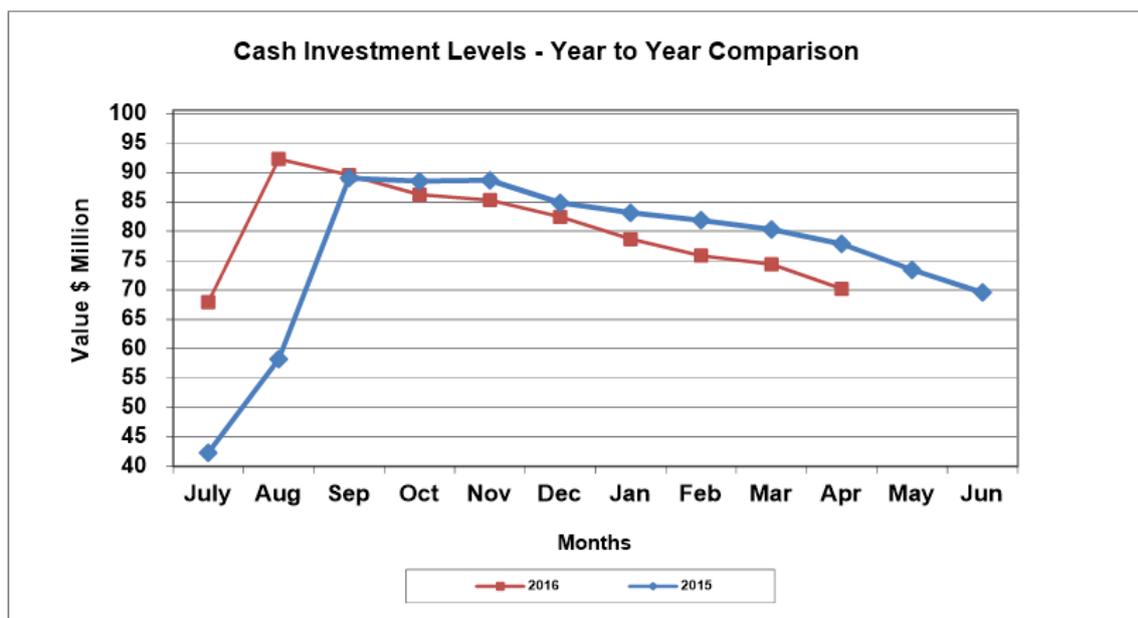
Investments - Disclosed by Fund	2016	%
Municipal	19,186,812	27.34%
Restricted - Trust	525,000	0.75%
Reserves	50,472,922	71.91%
	70,184,734	100.00%

Investments - Disclosed by Financial Institution	\$	%
Bankwest	10,527,877	15.00%
Commonwealth Bank	9,797,282	13.96%
ANZ Bank	10,743,477	15.31%
Westpac	-	0.00%
St George Bank	6,500,000	9.26%
Suncorp Bank	14,504,646	20.67%
National Australia Bank	11,551,201	16.46%
Bank of Queensland	6,560,251	9.35%
	70,184,734	100.00%

Interest Earned on Investments for Year to Date	2016	2015
Municipal Fund	508,023	517,739
Reserves	1,362,045	1,446,434
	1,870,068	1,964,173

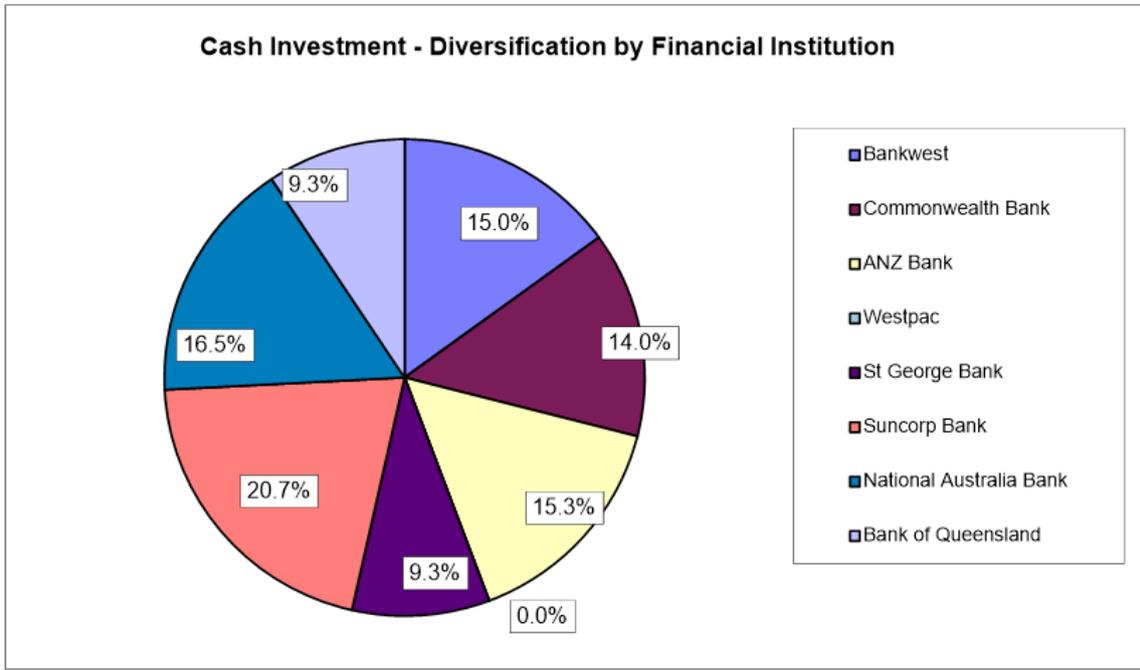
The anticipated weighted average yield on funds currently invested is 2.93%

Cash Investment Levels

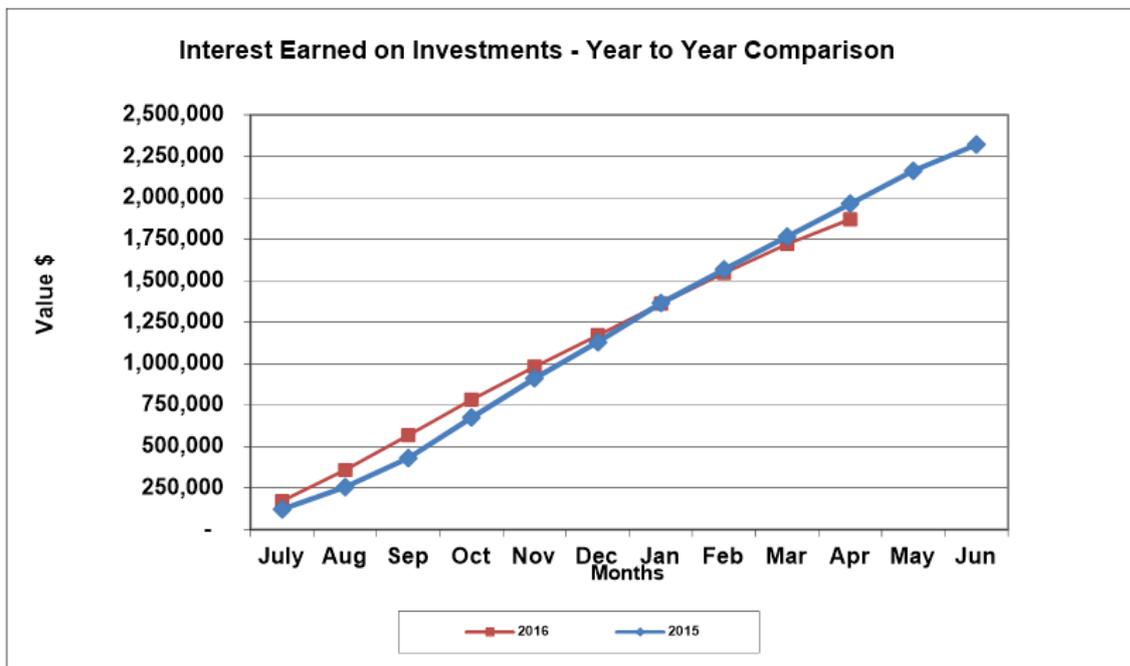


**SUMMARY OF CASH INVESTMENTS
AS AT 30 APR 2016**

Investments - Disclosed by Institution



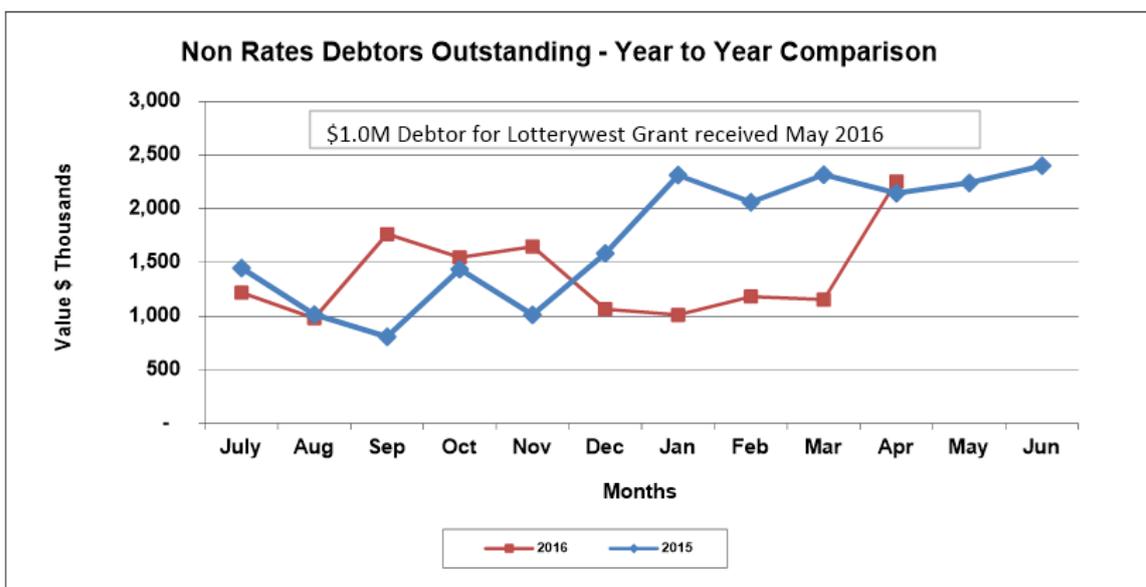
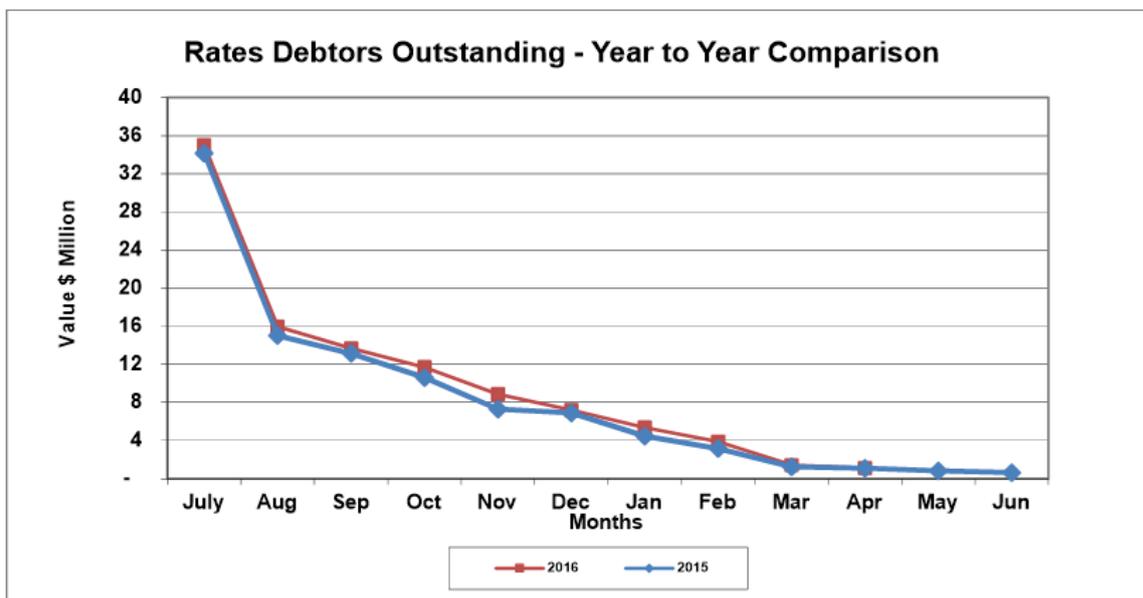
Interest Earned on Investments



**STATEMENT OF MAJOR DEBTOR CATEGORIES
AS AT 30 APR 2016**

Rates Debtors Outstanding	2016	2015
Outstanding - Current Year & Arrears	727,341	727,900
Pensioner Deferrals	370,547	356,074
	1,097,888	1,083,974

Rates Outstanding as a percentage of Rates Levied	2016	2015
Percentage of Rates Uncollected at Month End (Nil Instalment remaining)	2.84%	2.93%



Payment Listing
Payments between
1/04/2016 to 30/04/2016



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Cancelled

Reference No.	Date	Creditor Payee	Description	Amount
1688.84680-01	22/04/2016	84680Officeworks	***** CANCELLED *****	\$461.81
Total:	EFT			1 \$461.81
0104301	14/04/2016	72842Australia Post	***** CANCELLED *****	\$7,803.47
0104332	20/04/2016	Frredom Fairies	***** CANCELLED *****	\$2,400.29
0104313	15/04/2016	Allwest Plant Hire Australia Pty Lt	***** CANCELLED *****	\$2,277.00
0104331	20/04/2016	Freedom Fairies	***** CANCELLED *****	\$1,200.14
Total:	Cheque			4 \$13,680.90
Total:	Cancelled			5 \$14,142.71
Grand Total:				5 \$14,142.71

Payment Listing
Payments between
1/04/2016 to 30/04/2016



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Creditors

Reference No.	Date	Creditor Payee	Description	Amount
1685.207550-01	15/04/2016	207550Pact Construction Pty Ltd	Manning Community Hub:Progress Claim #10	\$1,667,160.00
1689.205247-01	29/04/2016	205247State Wide Turf Services	James Miller Oval Renovation	\$492,331.91
1688.204064-01	22/04/2016	204064MMM WA Pty Ltd	Mill Point River Wall: Tender 16/2015	\$285,086.02
1688.207310-01	22/04/2016	207310Perthwaste Green Recycling	Kerbside,Street Bins,Transfer Station Wa	\$196,241.40
1688.73148-01	22/04/2016	73148Cleanaway	Bin Collections, Bin Replacements	\$195,918.70
1684.76357-01	14/04/2016	76357Deputy Commissioner Of Taxation	PAYG PPE 11/4/2016	\$137,518.00
1688.205247-01	22/04/2016	205247State Wide Turf Services	SJMP: Turf Renovations, Top Dressing & C	\$132,096.80
1688.84059-01	22/04/2016	84059Synergy	Power Usage, Street & Decorative Lighting	\$115,616.78
1683.204064-01	08/04/2016	204064MMM WA Pty Ltd	Mill Point River Wall: Progress Claim #5	\$103,159.51
1683.205260-01	08/04/2016	205260West Coast Profilers Pty Ltd	Griffin Cresc: Rehabilitation Works	\$90,409.81
1683.206833-01	08/04/2016	206833Multiclean WA Pty Ltd	Clean Admin, Comm Fac, PToilets Mar & Apr	\$86,788.04
1688.203839-01	22/04/2016	203839Carringtons Traffic Services	Vista, Angelo, Mable Kwinana Fwy Pit	\$80,358.89
1683.207629-01	08/04/2016	207629Engineered Water Systems	SJMP Viewing Platform Grating Replacemen	\$67,563.65
1683.207526-01	08/04/2016	207526Datacom Solutions (AU) Pty Ltd	Online Applications, Sphere Functionality	\$51,480.00
1689.203839-01	29/04/2016	203839Carringtons Traffic Services	Welwyn, Todd, Mabel, South Tce Plans & TM	\$45,724.32
1688.203975-01	22/04/2016	203975Syrinx Environmental Pty Ltd	Salter Point Stage 1: Maintenance Oct 15	\$41,331.18
1688.201100-01	22/04/2016	201100HydroQuip Pumps	James Miller Res: Supply & Install Retic	\$41,140.00
1688.207678-01	22/04/2016	207678Classic Tree Services	86 Strickland St: Remove Limb Hit by Tru	\$41,120.75
1688.206607-01	22/04/2016	206607The Brand Agency	Website Redevelopment Prog Claim	\$37,113.38
1683.24182-01	08/04/2016	24182Trees Need Tree Surgeons	Tree/Shrub Watering	\$36,160.14
1688.200974-01	22/04/2016	200974Hays Specialist Recruitment(Aust) P	Temps - Env Serv, Bldg, Nursery, City Env	\$35,699.64
1688.24182-01	22/04/2016	24182Trees Need Tree Surgeons	Box Tree, Park & Re-vegetation Watering:	\$34,765.67
1688.204586-01	22/04/2016	204586Integrity Industrial	Temps - CPGC, Tsfr Stat, City Env	\$33,185.48
1688.76773-01	22/04/2016	76773Total Eden	Reticulation Supplies	\$32,980.02
1688.83929-01	22/04/2016	83929Dowsing Concrete	Jameson, Gardner	\$31,958.74
1683.202644-01	08/04/2016	202644Harrison Electrics Pty Ltd	Electrical Works	\$31,020.04
1683.207678-01	08/04/2016	207678Classic Tree Services	Pruning, Removal & Grinding	\$30,334.70
1688.202644-01	22/04/2016	202644Harrison Electrics Pty Ltd	Karawara Lighting, Electrical Works	\$29,284.58
1683.207407-01	08/04/2016	207407Axis Contracting Pty Ltd	Elderfield Rd: Supply & Install Exp Agg	\$27,007.95
1689.202231-01	29/04/2016	202231Marketforce Pty Ltd	Advertising, Peninsula Snapshot	\$25,675.02
1683.207497-01	08/04/2016	207497Amanda Shelsher	River Walls Artist Concepts: Stage 4	\$23,400.00
1688.207462-01	22/04/2016	207462Swan Event Hire	Event Hire: Libraries/Angelo Street Mark	\$23,273.66
1688.74233-01	22/04/2016	74233Rosetta Holdings Pty Ltd	Green Fees Commiss on Takings CPGC March	\$22,139.77
1683.204586-01	08/04/2016	204586Integrity Industrial	Temps - Tsfr Stat, CPGC, W/Shop, City Env	\$22,113.72
1688.73709-01	22/04/2016	73709Jason Signmakers	Walanna Dr: Replace Bus Shelter, Refurb	\$22,110.00
1683.204486-01	08/04/2016	204486Allerding & Associates	Lot 3 (333) Mill Pt Rd: Consultant	\$21,676.64
1688.202679-01	22/04/2016	202679MP Rogers & Associates Pty Ltd	Detailed Design Mill Point Project	\$21,260.59
1689.204379-01	29/04/2016	204379Gel Group	Temps - Planning, CPV, Records	\$20,054.49
1688.74748-01	22/04/2016	74748Wembley Cement Industry	Supply & Install Drainage Structures as	\$18,771.50
1683.204609-01	08/04/2016	204609West Coast Shade	Morris Mundy: Supply, Fabricate & Instal	\$18,645.00
1688.205064-01	22/04/2016	205064Data#3 Limited	Veritas EV Cloud Discovery & Personal Ar	\$18,106.44
1688.202490-01	22/04/2016	202490McLeods Barristers & Solicitors	Calc of Plot Ratio, Amend 46, Env Prot	\$17,981.08
1683.200298-01	08/04/2016	200298Civica Pty Limited	Managed Services: May 2016	\$16,425.22
1688.207204-01	22/04/2016	207204Mandalay Technologies Pty Ltd	Annual Software Subscription: 1/5/16-30/	\$16,412.55
1683.83929-01	08/04/2016	83929Dowsing Concrete	Concrete Works At Various Locations	\$16,258.00
1683.74187-01	08/04/2016	74187Fuji Xerox	Copier & Lease Charges	\$16,127.38
1688.203752-01	22/04/2016	203752Hillarys Plumbing & Gas	Plumbing Works	\$16,115.28
1688.206833-01	22/04/2016	206833Multiclean WA Pty Ltd	Post Function Cleans	\$15,421.27
1683.202553-01	08/04/2016	202553All Aussie Aluminium & Glass	Ops C Extension: Window & Doors Supplied	\$14,432.00
1688.202959-01	22/04/2016	202959Playright Australia Pty Ltd	Talk & Tumble With Net,House Plastic Sli	\$14,226.30
1688.204653-01	22/04/2016	204653Ultimo Catering And Events	Fiesta, Order of Australia, Meetings	\$14,195.45
1688.204459-01	22/04/2016	204459Greg Davies Architects	Tender Documentation for WCG Thomas Refu	\$14,025.00
1688.207109-01	22/04/2016	207109Tenancy Consulting Services	Civic Centre AirCon: Design Documentatio	\$13,860.00
1683.205745-01	08/04/2016	205745Keos Events Pty Ltd	Aust Day 2016: Event Management - April	\$13,750.00
1688.207526-01	22/04/2016	207526Datacom Solutions (AU) Pty Ltd	Develop/Handover new Profile eForm	\$13,637.95
1688.206688-01	22/04/2016	206688Glen Flood Group Pty Ltd	Millers Pool CP Redevel, SPLTC, Envir	\$13,589.84
1683.84059-01	08/04/2016	84059Synergy	Power Usage	\$12,563.10
1689.85429-01	29/04/2016	85429Workpower T/A EMS Plant Production	Plant Purchases	\$12,314.50
1683.204379-01	08/04/2016	204379Gel Group	Temps - Planning, Records, CPV, PA to Mayor	\$11,842.81
1688.206835-01	22/04/2016	206835Roads 2000	George St Intersection: Supply & Lay Asp	\$11,767.27
1688.74446-01	22/04/2016	74446Richgro Garden Products	Bradshaw Cresc Native Mix	\$11,712.95
1683.203752-01	08/04/2016	203752Hillarys Plumbing & Gas	Plumbing Works	\$11,480.01
1688.207407-01	22/04/2016	207407Axis Contracting Pty Ltd	Banksia/Brandon Sts: Concrete & Faux Pav	\$11,363.00
1683.201463-01	08/04/2016	201463Bollig Design Group Pty Ltd	Manning Community Hub: Progress Payment	\$10,890.00
1688.201463-01	22/04/2016	201463Bollig Design Group Pty Ltd	Manning Community Facility	\$10,890.00
1683.202612-01	08/04/2016	202612Fleetcare	Fuel - March 2016	\$10,379.73
1688.204109-01	22/04/2016	204109Vision Cabling Services	Additional Cbus Modules, System	\$10,294.13
1683.202490-01	08/04/2016	202490McLeods Barristers & Solicitors	Como Hotel / Dan Murphys, Rd Closure	\$10,054.61
1683.206001-01	08/04/2016	206001Australian Protection Services	Angelo St Marketplace: Crowd Control	\$9,459.64
1688.205538-01	22/04/2016	205538Nextgen Networks Pty Ltd	Internet Corporate Fees April 2016	\$9,412.70
1688.205192-01	22/04/2016	205192Caltex Energy WA	Diesel & Unleaded	\$9,327.50

Payment Listing
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Creditors

Reference No.	Date	Creditor Payee	Description	Amount
1688.207489-01	22/04/2016	207489Survey Results	Talbot Ave: Full Feature Survey	\$9,084.23
1688.207373-01	22/04/2016	207373Constructive Project Solutions Pty	Project Management Services: March 2016	\$8,742.29
1683.200974-01	08/04/2016	200974Hays Specialist Recruitment(Aust) P	Temps - Bldg Serv, Nursery, Envir Serv	\$8,493.79
1688.204595-01	22/04/2016	204595Affordable Pest Control	Yearly Termite Inspections- Various Locs	\$8,470.00
1688.72842-01	22/04/2016	72842Australia Post	Postage, Billpay Trans Fees	\$8,334.97
1683.202404-01	08/04/2016	202404Nuturf Australia Pty Ltd	Barricate & Folimax	\$8,008.00
1683.207185-01	08/04/2016	207185Veraison Training & Development	Cuture Optimisation Prog Phase 3 Proposa	\$7,964.00
1688.207106-01	22/04/2016	207106pSquared Communications	Fiesta Concert & Angelo Street Market Pl	\$7,944.75
1683.207718-01	08/04/2016	207718Phase 1 Audio	Angelo St Marketplace: Audio Equipment H	\$7,909.02
1688.206669-01	22/04/2016	206669ER Consultants Pty Ltd	Asbestos Investigation Clontarf	\$7,839.28
1683.207462-01	08/04/2016	207462Swan Event Hire	Fiesta Concert 2016: Hire Equipment	\$7,820.78
1688.206619-01	22/04/2016	206619Engage Fire Service	Servicing of All City's Fire Equipment	\$7,551.78
1688.204538-01	22/04/2016	204538Cardno (WA) Pty Ltd	Mill Point Road/Mends St Transport Model	\$7,480.00
1688.205772-01	22/04/2016	205772MDW Enviromental Services	Management Plan for Mill Point Node 5 Wo	\$7,381.00
1688.203868-01	22/04/2016	203868Mills Sign & Painting	Challenger, Morris Mundy Pavillion, CCentre Stairs	\$7,333.26
1683.204653-01	08/04/2016	204653Ultimo Catering And Events	Catering - Citizenship, Meetings	\$7,198.80
1688.203632-01	22/04/2016	203632Reino International	Maint Agreement - Ticket Machines Aug15-	\$6,989.76
1688.202404-01	22/04/2016	202404Nuturf Australia Pty Ltd	2.5kg Silverado	\$6,941.00
1683.202964-01	08/04/2016	202964Uniqco (WA) Pty Ltd	Plant & Vehicle Asset Mgmt: Phase 2 - Ja	\$6,882.70
1688.206646-01	22/04/2016	206646Department Of Planning	21-23 Mend Street Planning Application	\$6,557.00
1683.204875-01	08/04/2016	204875Oxfords Carpentry & Renovations Pty	Civic Centre: Bin Store Door Repairs	\$6,500.84
1688.72990-01	22/04/2016	72990Bunnings Building Supplies P/L	Wood For Nursery	\$6,396.78
1688.201414-01	22/04/2016	201414Globe Australia Pty Ltd	Broadwet & Aquaforce	\$6,297.50
1688.205707-01	22/04/2016	205707Committee For Perth	Annual Membership:May 2016-April 2017	\$6,050.00
1688.200880-01	22/04/2016	200880Sports Turf Technology	Challenger Reserve Irrigation Audit	\$5,995.00
1687.207772-01	18/04/2016	207772PLAN CHEC K	Town Planning Scheme No.6 Amendment No.4	\$5,803.66
1688.203178-01	22/04/2016	203178Retravision - Cannington	CPV:Elevated Electric Cooker x 3	\$5,766.00
1688.206550-01	22/04/2016	206550Capital Recycling	Removal Of Inert Waste From Transfer Sta	\$5,610.00
1688.207706-01	22/04/2016	207706Lloyd George Acoustics Pty Ltd	333 Mill Point Road,Cafe/Restaurant:Cons	\$5,544.00
1688.74357-01	22/04/2016	74357RA Shopland	CPV U126, 3, 87, 8	\$5,489.00
1683.205180-01	08/04/2016	205180Perth Security Services	Mobile Patrols, Call Outs, Staff Escorts	\$5,223.68
1688.207721-01	22/04/2016	207721Clarity Corporate Communications Pt	Consultancy Works For The CEO (Amendment	\$4,988.50
1688.203504-01	22/04/2016	203504Imperial Glass	Cnr Coode & Hensman St:Bus Stop	\$4,882.56
1683.207706-01	08/04/2016	207706Lloyd George Acoustics Pty Ltd	333 Mill Point Road: Consulting Services	\$4,752.00
1688.207030-01	22/04/2016	207030GAF Traffic	Consultant to Provide Road Safety & Tran	\$4,620.00
1683.207246-01	08/04/2016	207246Zettaserve Pty Ltd	Library PC Image Build	\$4,593.60
1688.205257-01	22/04/2016	205257Austral Mercantile Collections Pty	Legal/Lawyers Fees Debt Collect: Mar'16	\$4,564.97
1688.205423-01	22/04/2016	205423Michael Page International Pty Ltd	Temp - Comms Digital Marketing Officer	\$4,399.00
1688.204875-01	22/04/2016	204875Oxfords Carpentry & Renovations Pty	Ops C Extension: Cleanup of Exposed Bric	\$4,391.75
1688.206706-01	22/04/2016	206706Holcim (Australia) Pty Ltd	Supply 20/14/80 .80 Concrete	\$4,296.05
1683.73229-01	08/04/2016	73229Como Plumbing Services	CPV U10, 1, 98, 22 & 108: Plumbing Main	\$4,293.63
1688.205438-01	22/04/2016	205438Animal Pest Management Services	Feral Animal Survey - Nominated Reserves	\$4,290.00
1683.205437-01	08/04/2016	205437Greenline Ag	Parts For Aerator Plant	\$4,272.30
1683.202044-01	08/04/2016	202044Sign A Rama	Fiesta 2016: Event Signage	\$4,163.43
1683.25544-01	08/04/2016	25544Vertel Telecoms Pty Ltd	Network Fees For Two Way Radios: Apr-Jun	\$4,138.20
1688.201823-01	22/04/2016	201823Boral Construction Materials Group	Asphalt, Emulsion	\$4,135.69
1688.207188-01	22/04/2016	207188Wild Honey - Carlos Maxwell	Remove Five Bee Hives	\$4,100.00
1688.206239-01	22/04/2016	206239Information Proficiency	Annual Maintenance Renewal:Trim Explorer	\$4,091.56
1688.206104-01	22/04/2016	206104Coolmate Pty Ltd	Heritage House: Air Con Repairs	\$4,082.94
1689.204432-01	29/04/2016	204432Mirage Doors	Bill Grayden Pavillion: Replace Bar Gril	\$3,972.10
1688.200780-01	22/04/2016	200780Nashtec Auto Electrics	Call Out & Repair	\$3,961.60
1683.201393-01	08/04/2016	201393Ambit Industries	Old Mill: Fence Repairs	\$3,907.29
1683.205423-01	08/04/2016	205423Michael Page International Pty Ltd	Temp - Digital Marketing Officer	\$3,881.47
1688.206782-01	22/04/2016	206782Staples Australia Pty Ltd	Stationery and Catering Supplies	\$3,564.37
1688.81399-01	22/04/2016	81399Western Educting Service	Cleaning out Gullys	\$3,540.90
1688.202859-01	22/04/2016	202859WA Hino Sales & Service	Left Hand Front Door Glass	\$3,506.96
1683.206646-01	08/04/2016	206646Department Of Planning	DAP Application Fee: 2 Darley St South P	\$3,503.00
1689.204613-01	29/04/2016	204613MetroCount	12 x FieldPods 5810 & Reports	\$3,498.00
1688.204610-01	22/04/2016	204610Fixit Maintenance and Roofing	CPGC: Cleaning of Guttering	\$3,465.00
1688.76787-01	22/04/2016	76787Zipform Pty Ltd	Rates Stationery	\$3,460.71
1688.206752-01	22/04/2016	206752Conway Highbury Pty Ltd	RP Golf Club, Standing Orders	\$3,440.25
1688.205531-01	22/04/2016	205531Hutton Street Carpet Court	CPV U115: Floor Coverings	\$3,365.00
1688.204061-01	22/04/2016	204061Discus Digital Print	Angelo St Market Place: Signage	\$3,316.50
1688.207555-01	22/04/2016	207555Wizard Training Solutions	Armed Robbery, Awareness Prevention & Su	\$3,300.00
1688.203328-01	22/04/2016	203328Greenway Enterprises	Supply, Pick UP Litter Picker/Sprayer &	\$3,250.25
1688.204981-01	22/04/2016	204981Westrac Pty Ltd	Repairs to LH Door of Cat Loader Plant	\$3,218.81
1683.76423-01	08/04/2016	76423Baileys Fertilisers	2000KG Energy Max	\$3,212.00
1689.200549-01	29/04/2016	200549Ings Engineering	Replace Turf Brush	\$3,206.50
1683.205531-01	08/04/2016	205531Hutton Street Carpet Court	CPV U22: Floor Coverings	\$3,200.00
1683.207329-01	08/04/2016	207329Galt Geotechnics	Salter Point Sea Scouts Building: Geotec	\$3,190.00
1688.204745-01	22/04/2016	204745Rainscape Waterwise Solutions	Garden Reticulation	\$3,169.09

Payment Listing
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Creditors

Reference No.	Date	Creditor Payee	Description	Amount
1683.206752-01	08/04/2016	206752Conway Highbury Pty Ltd	Consultancy Svcs - Royal Perth Golf Club	\$3,162.50
1683.207176-01	08/04/2016	207176DMD - Direct Mail Distribution	Green Waste Autumn Vergeside Distributio	\$3,146.00
1683.204923-01	08/04/2016	204923Huntingdale Cabinets	CPV U143: Refurbishment	\$3,025.00
1683.205247-01	08/04/2016	205247State Wide Turf Services	Supply & Lay Turf: Roebuck Dr	\$2,968.35
1688.201712-01	22/04/2016	201712Qualcon Lab	Core Samples: Talbot Ave & King Edward S	\$2,953.50
1688.203692-01	22/04/2016	203692ZD Constructions Pty Ltd	Ops Centre: Rendering of New Extension	\$2,948.00
1688.76373-01	22/04/2016	76373Domus Nursery	Delivery of Plants	\$2,930.40
1683.76773-01	08/04/2016	76773Total Eden	Reticulation Supplies	\$2,920.50
1688.201815-01	22/04/2016	201815Quick Corporate Aust Pty Ltd	Stationery Supplies	\$2,886.97
1688.207177-01	22/04/2016	207177Initial Hygiene	Sanitary Hygiene Services: 1/4/16-30/6/1	\$2,876.84
1688.205166-01	22/04/2016	205166Andreotta Cardenosa Consulting	WCG Thomas Pavilion:Design & Document St	\$2,860.00
1688.204260-01	22/04/2016	204260Beaver Tree Services	Removal Dead Tree RHS Fairway:Open Up Te	\$2,710.51
1683.201590-01	08/04/2016	201590The Pressure King	Pressure Cleaning, Graffiti Removal	\$2,642.20
1683.203996-01	08/04/2016	203996Spare Parts Puppet Theatre	Angelo St Markets: Performance	\$2,545.00
1688.205180-01	22/04/2016	205180Perth Security Services	Mobile Patrols, Lock Ups, Call Outs	\$2,538.53
1683.201343-01	08/04/2016	201343Sledgehammer Concrete Cutting Servi	Windsor Park Limestone Paths: Grinding T	\$2,537.93
1683.203306-01	08/04/2016	203306AGS Metalwork	McDougall St: Alterations to Bus Shelter	\$2,513.50
1688.202459-01	22/04/2016	202459Traffic Management Plan Services	Auditing Of Traffic Management Sites	\$2,454.38
1683.207289-01	08/04/2016	207289Pracsys Management Systems Pty Ltd	Mends St National Stronger Regions Funds	\$2,436.50
1688.204468-01	22/04/2016	204468John Hughes Service	Fleet Vehicle Service x 4	\$2,405.79
1688.203103-01	22/04/2016	203103Jackson McDonald Lawyers	Objection-Como Hotel/Dan Murphy's Liquor	\$2,390.95
1688.207680-01	22/04/2016	207680Aquamonix	Locate & Fix Fault to Karawara Controlle	\$2,390.30
1688.206123-01	22/04/2016	206123COVS Parts Pty Ltd	Workshop Consumables	\$2,372.45
1688.203502-01	22/04/2016	203502WA Bluemetal	82 Tonne Road Base For Vista Drainage &	\$2,299.54
1683.207067-01	08/04/2016	207067Allwest Plant Hire	Monthly Hire of Excavator - Feb 2016	\$2,277.00
1689.204615-01	29/04/2016	204615Air Communications	Elevated Work Platform Hire For Ops Upgr	\$2,259.84
1688.202681-01	22/04/2016	202681Ecojobs	Bodkin Park Living Stream & Surround Mai	\$2,251.82
1688.207495-01	22/04/2016	207495DFP Recruitment Service	Temp - Financial Services A/C's Payable	\$2,247.69
1683.204595-01	08/04/2016	204595Affordable Pest Control	Spraying Of Pests: CPV	\$2,200.00
1688.200498-01	22/04/2016	200498Ralph Beattie Bosworth Pty Ltd	Carry Out QS To Proposed Rangers Office	\$2,200.00
1688.206001-01	22/04/2016	206001Australian Protection Services	Crowd Control:Angelo Street Markets	\$2,183.23
1683.204337-01	08/04/2016	204337Kerb Doctor	Kerbing at Thelma/Coode St	\$2,156.00
1688.72966-01	22/04/2016	72966Benara Nurseries	CPV: Plants Sundries/Garden Maintenance	\$2,152.77
1683.202459-01	08/04/2016	202459Traffic Management Plan Services	Auditing of Traffic Management Sites: 23	\$2,150.50
1688.206132-01	22/04/2016	206132Hinds Sand Supplies	Jackson Rd:75 Tonnes Turf Sand	\$2,116.62
1683.202792-01	08/04/2016	202792Award Contracting	Ryrie Res: Locate Wiring Fault	\$2,054.25
1683.207728-01	08/04/2016	207728Burson Automotive Pty Ltd	Workshop Consumables	\$2,052.61
1688.206209-01	22/04/2016	206209TJ Depiazzi & Sons	Andrew Thompson Reserve:Playground Grade	\$2,050.29
1688.76423-01	22/04/2016	76423Baileys Fertilisers	Supply & Spreading of Sulphate of Ammoni	\$2,047.10
1689.204655-01	29/04/2016	204655Della's Group Pty Ltd	Green Waste Flyers-Autumn	\$2,046.00
1688.24269-01	22/04/2016	24269Wall To Wall Carpets	Civic Centre: New Vinyl for Internal Sta	\$2,029.00
1683.207768-01	08/04/2016	207768Connect Events Pty Ltd	Corp Affairs Summit 24-25 May Mgr Gov	\$1,995.00
1683.207190-01	08/04/2016	207190Lightspeed Communications Aust Pty	Building Ubiquity Link Test	\$1,994.45
1688.20391-01	22/04/2016	20391Total Turf	Fertilisers	\$1,978.34
1688.205955-01	22/04/2016	205955Beacon Equipment - Canning Vale	Sharpen & Service 4 Hedge Trimmers	\$1,943.85
1683.205582-01	08/04/2016	205582ALS Library Services Pty Ltd	Supply Books As Selected	\$1,935.24
1689.205745-01	29/04/2016	205745Keos Events Pty Ltd	Fiesta 2016: Ascending Signals - Staff	\$1,925.00
1688.207215-01	22/04/2016	207215Blue Force Pty Ltd	CPV Alarm Monitoring March 2016	\$1,906.08
1683.206692-01	08/04/2016	206692Sonya Lighting Pty Ltd	Light Fittings - CPV	\$1,886.00
1683.203504-01	08/04/2016	203504Imperial Glass	Collier Pavillion: Replace Broken Glass	\$1,884.37
1688.205729-01	22/04/2016	205729Fulton Hogan Industries Pty Ltd	1 Pallet Asphalt	\$1,848.00
1683.207169-01	08/04/2016	207169West-Sure Group Pty Ltd	Parking Ticket Machines: Coin Collection	\$1,841.05
1688.207671-01	22/04/2016	207671Ohura Consulting	Enterprise Agreement Preparation Prog Claim	\$1,815.00
1688.206734-01	22/04/2016	206734WA Mechanical Services	Civic Centre Aircon Maintenance	\$1,815.00
1683.204452-01	08/04/2016	204452Clifton Perth	Fiesta 2016: Equipment Hire	\$1,813.77
1688.204556-01	22/04/2016	204556City Subaru	Fleet Vehicle Service x 4	\$1,744.25
1683.204953-01	08/04/2016	204953A Paolino - AP Contructions	Bradshaw Conochie Res: Install Park Furn	\$1,738.00
1688.207394-01	22/04/2016	207394Bucher Municipal	Sweeper Brooms	\$1,737.93
1688.204001-01	22/04/2016	204001Temptations Catering	Catering:ABEF Training Course	\$1,654.28
1683.204926-01	08/04/2016	204926Parallax Productions Pty Ltd	Angelo St: Art Project Instal - 2nd Paym	\$1,650.00
1688.206962-01	22/04/2016	206962Belmont Junior Football Club	KidSport Grant x8:Smith/Taylor/Thomas/Cr	\$1,600.00
1688.206067-01	22/04/2016	206067Kmart Tyre & Auto Service	Tyres x 6	\$1,597.90
1683.207762-01	08/04/2016	207762Centrecourt Renovators & Profession	Bradshaw/Conochie: Multicourt Linemarkin	\$1,595.00
1683.207760-01	08/04/2016	207760Vision Design	Ops C Extension: Variation Work	\$1,584.00
1688.201343-01	22/04/2016	201343Sledgehammer Concrete Cutting Servi	Path Grinding: Labouchere Rd, Coode St,	\$1,492.17
1683.207074-01	08/04/2016	207074Allpipe Technologies	Kwinana Fwy Storm Outlets CCTV Inspectio	\$1,491.88
1688.201651-01	22/04/2016	201651Tree Surgeons of WA	Tree Pruning - CPV	\$1,482.25
1688.206278-01	22/04/2016	206278Battery World Welshpool	12 V Battery for Plant	\$1,465.95
1688.206937-01	22/04/2016	206937iSentia Pty Ltd	Monitoring Service Contract-01/04/16-30/	\$1,451.80
1683.206104-01	08/04/2016	206104Coolmate Pty Ltd	Ops Centre: Air Con Repairs	\$1,449.87
1688.202511-01	22/04/2016	202511Pirtek Welshpool	Supply & Fit 2 x Hydraulic Lin	\$1,411.69

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1688.207574-01	22/04/2016	207574	Vet West Animal Hospitals	Lake Hurlingham:Path Tests on Deceased W	\$1,411.48
1683.207743-01	08/04/2016	207743	Nature Calls Portable Toilets	Angelo St Marketplace: Toilet Hire	\$1,410.00
1688.202918-01	22/04/2016	202918	Environmental Industries Pty Ltd	Monthly Maint - Mill Point Rd Entry	\$1,353.00
1688.203917-01	22/04/2016	203917	JBA Surveys	Thelma St: Setting Out Of Island	\$1,353.00
1688.203366-01	22/04/2016	203366	T-Quip	Bearing & Grease: Cylinder Repairs	\$1,337.25
1688.204808-01	22/04/2016	204808	Absolute Reticulation	Sulman Ave:Repairs to Verge After Path I	\$1,330.00
1688.22027-01	22/04/2016	22027	Raeco	Folding Carts With Baskets	\$1,328.73
1688.21521-01	22/04/2016	21521	Williams Electrical Service Pty Ltd	Electrical Works - CPV U154, 67	\$1,315.86
1689.206178-01	29/04/2016	206178	Plantrite	Plant Stock	\$1,269.40
1683.207699-01	08/04/2016	207699	Chronicle (WA) Pty Ltd	Digital Storytelling Workshop	\$1,265.00
1683.200606-01	08/04/2016	200606	WA Library Supplies	Slatwall, Shelving & Holders	\$1,241.07
1688.201393-01	22/04/2016	201393	Ambit Industries	Fence Repairs: Mt Henry Spit & Cloisters	\$1,237.50
1683.202304-01	08/04/2016	202304	Landmark Engineering & Design	Boulevard Bench Seat	\$1,230.90
1683.84833-01	08/04/2016	84833	Eastern Metropolitan Regional Council	Mattress Disposal: 16/3/16-22/3/16	\$1,215.00
1688.206904-01	22/04/2016	206904	South Perth United Football Club	KidSport Grant x 6	\$1,200.00
1688.206849-01	22/04/2016	206849	Air & Power	CPGC- Air Compressor Service	\$1,198.89
1683.207283-01	08/04/2016	207283	VCM - Vending Coffee Machines	Ops C Coffee Machine Consumables	\$1,162.00
1688.205054-01	22/04/2016	205054	J Gourdis Landscapes	Garden Maintenance:McDougall, Manning &	\$1,160.00
1688.205744-01	22/04/2016	205744	Road Signs Australia	Supply 3 Parking Signs	\$1,153.90
1688.207710-01	22/04/2016	207710	The Retic Gurus	Griffin Crescent: Retic Services	\$1,144.00
1688.80788-01	22/04/2016	80788	McIntosh & Son WA	Bottom Reel Blades, Hydraulic Oil	\$1,142.19
1683.85086-01	08/04/2016	85086	St John Ambulance Aust (WA) Inc.	Angelo St Markets & Fiesta Concert: 1st	\$1,140.70
1683.204562-01	08/04/2016	204562	Harvey Norman AVIT Superstore	Sunbeam Milk Frother & Nespresso Coffee	\$1,101.95
1683.207754-01	08/04/2016	207754	Haley J Thompson	Angelo St Markets: MC	\$1,100.00
1688.206690-01	22/04/2016	206690	Geoff Hand & Associates Pty Ltd	Anzac Project 21/3/16-15/4/16	\$1,100.00
1688.76492-01	22/04/2016	76492	Budget Rent A Car - LOC 20008	Fiesta Concert-Van Rental March16	\$1,091.37
1688.201800-01	22/04/2016	201800	Eighty Nine Enterprises	Install Roller Door Motor	\$1,059.98
1688.205710-01	22/04/2016	205710	C K Smith	Refurbishments: CPV U22, U113, U115	\$1,040.00
1688.206939-01	22/04/2016	206939	Natural Area Consulting	Sulman Stairs: Embankment Weed Control &	\$1,039.78
1688.201859-01	22/04/2016	201859	Como IGA	Battery, Meeting & Catering Consumables	\$1,021.12
1683.205104-01	08/04/2016	205104	The Poster Girls	Emerging Artist Poster Distribution	\$1,016.38
1683.207642-01	08/04/2016	207642	Mattress Removal WA	Removal of Mattresses From Transfer Stat	\$1,014.50
1688.204337-01	22/04/2016	204337	Kerb Doctor	Vista St: Replace Kerbing	\$1,003.20
1683.204344-01	08/04/2016	204344	Envirocare Systems	Servicing of Waterless Urinals: SP Libra	\$1,001.55
1683.207729-01	08/04/2016	207729	Elise Lynette McDermott	Fiesta Concert 2016: Performance	\$1,000.00
1683.207730-01	08/04/2016	207730	Helen Seiver	Angelo St Marketplace: Art Installation	\$1,000.00
1688.206695-01	22/04/2016	206695	Winnacott Kats Junior Football Club	KidSport Grant x 5	\$1,000.00
1688.200750-01	22/04/2016	200750	Choice	Choice Online Subscription	\$1,000.00
1688.200816-01	22/04/2016	200816	Park Motor Body Builders (WA) Pty L	Insurance Excess Plant	\$1,000.00
1683.205741-01	08/04/2016	205741	FE Technologies	Racetrack Tags	\$990.00
1688.205170-01	22/04/2016	205170	Aveling	OSH Representative x 1 Attend	\$990.00
1683.204387-01	08/04/2016	204387	WH Location Services Pty Ltd T/As A	South Perth Hospital: Locate Services	\$988.63
1683.205762-01	08/04/2016	205762	Action Glass Pty Ltd	CPV U22: Glass Refurbishment	\$986.00
1688.207728-01	22/04/2016	207728	Burson Automotive Pty Ltd	Workshop Consumables	\$974.84
1688.205153-01	22/04/2016	205153	Abco Products	Dust Masks	\$947.61
1683.203953-01	08/04/2016	203953	Reface Industries Pty Ltd	Drive Belt	\$894.23
1688.204953-01	22/04/2016	204953	A Paolino - AP Contructions	Assemble/Install Picnic Tables & Benches	\$891.00
1683.207685-01	08/04/2016	207685	KL Media Pty Ltd T/as All Access	Supply DVD's - Library	\$871.62
1683.202650-01	08/04/2016	202650	Statewide Ceilings & Interiors	CPGC: Repairs to Ceiling In Toilets	\$858.00
1683.206785-01	08/04/2016	206785	Outer Bounds Photography	Fiesta Concert 2016: Photography	\$852.50
1688.200510-01	22/04/2016	200510	Totally Workwear - Victoria Park	Protective Workwear	\$847.03
1688.24280-01	22/04/2016	24280	AAA Production Services	Order of Australia Reception	\$847.00
1689.202642-01	29/04/2016	202642	Royal Life Saving Society of WA	Home Pool Inspections x 9	\$841.50
1689.206101-01	29/04/2016	206101	Dextera Pty Ltd	Imac March 2016 Monthly Support	\$839.30
1688.202452-01	22/04/2016	202452	Lock Stock & Farrell Locksmith	Keys for Ops Centre Lockers, Locks	\$835.60
1683.207475-01	08/04/2016	207475	Hannah Portwine	Fiesta Concert & Angelo St Marketplace	\$820.00
1683.207327-01	08/04/2016	207327	Isunshade System	Collins St Hall: Install Roller Blinds	\$815.00
1683.202328-01	08/04/2016	202328	SecurePay Pty Ltd	Web Payments: March 2016	\$804.93
1688.76963-01	22/04/2016	76963	Wormald	Routine Inspect Lghts/Alarm Sys GBLC:Jan	\$804.24
1688.77033-01	22/04/2016	77033	Toolmart Australia Pty Ltd	Angle Grinder & Cutting Discs	\$801.90
1683.207607-01	08/04/2016	207607	A1 Apiaries	Bee & Hive Removal - Various Locs	\$800.00
1688.207457-01	22/04/2016	207457	Canning Scout Group	KidSport x 4	\$800.00
1688.207505-01	22/04/2016	207505	Curtin University Football Club	KidSport Grant:Noah Edmunds	\$800.00
1683.203448-01	08/04/2016	203448	Momar Australia Pty Ltd	W'shop Consumables -Unbeadable,C-Cide,	\$792.00
1689.200901-01	29/04/2016	200901	Better Class Lawns & Gardens	Transfer Station Garden Maintenance: Feb	\$780.00
1683.22027-01	08/04/2016	22027	Raeco	Curved Table	\$774.32
1688.207642-01	22/04/2016	207642	Mattress Removal WA	Mattress Removal From Transfer Station:	\$774.00
1688.207339-01	22/04/2016	207339	Electrical Services Consulting	Mends St Promenade Project:Electrical Ad	\$770.00
1683.207024-01	08/04/2016	207024	SEM Distribution	Newspaper Deliveries: 8/2/16-6/3/16 Civi	\$761.72
1683.207257-01	08/04/2016	207257	Glorious Gardens	Fiesta Concert 2016: Plant Hire	\$759.00
1688.207726-01	22/04/2016	207726	Alpha Hire Pty Ltd	WGC Thomas Pavillion: Supply & Install P	\$737.00

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1683.205859-01	08/04/2016	205859James Campbell	Angelo St Markets: Photography	\$731.50
1683.77031-01	08/04/2016	77031Tudor House	Supply 6 Flags	\$700.00
1688.207771-01	22/04/2016	207771Miss S O SIPPL	Angelo St Market Place:How to Owe Your P	\$700.00
1683.206852-01	08/04/2016	206852WA Building Certifiers & Assessors	Certificate Design Compliance x 9 - Sept	\$693.00
1688.203439-01	22/04/2016	203439Prestige Alarms	Call Out: South Perth Library	\$688.60
1683.204458-01	08/04/2016	204458Central Fire Services Pty Ltd	Smoke Detector, Alarm Repairs	\$682.20
1683.206782-01	08/04/2016	206782Staples Australia Pty Ltd	Stationery Supplies: Civic Library	\$676.80
1683.206658-01	08/04/2016	206658Fish Doctor	Aquarium Service x 2	\$662.75
1683.206996-01	08/04/2016	206996Enviro Sweep	Transfer Station, Davilak	\$660.00
1683.206991-01	08/04/2016	206991Red Spear Pty Ltd	Angelo St Markets: Welcome to the Countr	\$660.00
1688.76388-01	22/04/2016	76388Australian Plant Wholesalers	130mm Olearia "Little Smokie" Plants	\$660.00
1688.204678-01	22/04/2016	204678Downer EDI Works Pty Ltd	240Ltr Rapid Set	\$647.34
1688.201608-01	22/04/2016	201608Econo Sweep	Sweeping of Carparks	\$638.00
1688.206639-01	22/04/2016	206639Redimed Pty Ltd	Pre-employment Medicals	\$638.00
1683.202859-01	08/04/2016	202859WA Hino Sales & Service	Radio Antenna	\$622.35
1688.200730-01	22/04/2016	200730Century Air Conditioning	CPV U143 Refurbishment	\$620.00
1688.206166-01	22/04/2016	206166Manheim Pty Ltd	Abandoned Vehicles:Tow/Sell Costs	\$610.50
1683.205731-01	08/04/2016	205731Centurion Temporary Fencing	Angelo St Marketplace: Fencing Hire	\$605.00
1688.205648-01	22/04/2016	205648Integral Development Pty Ltd	Post KPI Meeting	\$605.00
1683.206231-01	08/04/2016	206231Cristy Jane Burne	Childrens Writing Workshop	\$600.00
1688.202249-01	22/04/2016	202249Local Government Managers Australia	Lift Off Program: Comms Coord	\$595.01
1688.207525-01	22/04/2016	207525WA Pump Control Systems Pty Ltd	Pressure Switch Maintenance	\$586.30
1688.206643-01	22/04/2016	206643Iris Consulting	Archive Management Basics x 1 Attend	\$575.00
1688.207529-01	22/04/2016	207529Sims Recycling Solutions (ESPA)	Recycling Charges: March 2016	\$562.76
1688.205534-01	22/04/2016	205534Superclean	Laundry Service	\$557.35
1683.207747-01	08/04/2016	207747Bisschops Glass	Angelo St Marketplace: Art Installation	\$550.00
1688.22154-01	22/04/2016	22154Wesley College	Parking Management:Angelo Street Markets	\$550.00
1688.200726-01	22/04/2016	200726Chem Centre	Meat Sample Screening for Common Drug Sc	\$550.00
1688.207484-01	22/04/2016	207484Prize Marketing	Distribution of Letters for South Terrac	\$550.00
1688.204344-01	22/04/2016	204344Envirocare Systems	Servicing of Waterless Urinals: CPGC	\$534.93
1688.200735-01	22/04/2016	200735Lawrence And Hanson	12 x Light Globes: Collins St Hall	\$513.74
1683.201391-01	08/04/2016	201391Refresh Pure Water	Water Bottle Refills	\$510.00
1683.204604-01	08/04/2016	204604Schindler Lifts Australia Pty Ltd	Civic Centre Lift Repairs	\$478.50
1689.201160-01	29/04/2016	201160Verbal Judo Australia	Verbal Judo Course x 1 Attend 17 June	\$440.00
1688.207773-01	22/04/2016	207773Mortlock Timber Group	SJMP Woodwork:x4L Cutek CD50 Decking Oil	\$431.67
1688.84405-01	22/04/2016	84405Garrards Pty Ltd	Pest Spray & Talon	\$408.30
1688.204248-01	22/04/2016	204248CBC Australia Pty Ltd WA	12 x Bearing Assemblies for Plant	\$407.45
1688.203622-01	22/04/2016	203622Harvey Fresh	Milk & OJ Supplies	\$402.00
1688.207355-01	22/04/2016	207355UWA Paediatric Exercise Program	KidSport x 2	\$400.00
1688.206996-01	22/04/2016	206996Enviro Sweep	Transfer Station: Monthly Sweeping March	\$396.00
1688.204588-01	22/04/2016	204588Western Resource Recovery Pty Ltd	Cleaning Work Shop Grease Traps	\$370.70
1688.206031-01	22/04/2016	206031Aust Human Resources Institute Ltd	Membership Renewal: Mgr HRS	\$360.00
1683.207625-01	08/04/2016	207625Susan Midalia	Authors Talk	\$350.00
1688.76267-01	22/04/2016	76267Daytone Printing	Business Cards	\$342.00
1688.203591-01	22/04/2016	203591Parkland Mazda	Fleet Vehicle Service	\$340.00
1683.204374-01	08/04/2016	204374Garmony Property Consultants	CPV U115: Valuation	\$330.00
1683.205632-01	08/04/2016	205632PRF Electrical	Fiesta 2016: Electrical Callout	\$330.00
1688.76431-01	22/04/2016	76431Statewide Line Marking	Alston Ave: Linemarking for Parking Bays	\$330.00
1683.200510-01	08/04/2016	200510Totally Workwear - Victoria Park	Safety Workboots	\$325.56
1688.202231-01	22/04/2016	202231Marketforce Pty Ltd	Advertising:Seek-Traffic & Transport Off	\$324.08
1688.207770-01	22/04/2016	207770Absolute Stone	Mends Street; 9x600x310x40 Chisselled Ch	\$323.84
1688.73342-01	22/04/2016	73342Landgate	Interim Valuations	\$310.23
1688.206934-01	22/04/2016	206934IT Cooling Solutions Pty Ltd	UPS, Generator & ATS Maintenance 2015/20	\$310.07
1683.200730-01	08/04/2016	200730Century Air Conditioning	Air-conditioner Repairs: CPV U62	\$310.00
1688.207420-01	22/04/2016	207420Bridgestone Australia Ltd	Spare Tyre	\$308.91
1683.202888-01	08/04/2016	202888PLE Computers	Universal Docking Station & Mouse Pads	\$300.00
1688.21416-01	22/04/2016	21416Parker Black & Forrest Pty Ltd	Cutting of Keys for Nursery Fertiliser S	\$299.20
1688.207287-01	22/04/2016	207287Garden City Plastics	Nursery: 5L Clonex Purple	\$294.56
1688.206875-01	22/04/2016	206875Allsite Equipment Solutions	Annual Service: Genie Scissor Lift	\$280.50
1688.207723-01	22/04/2016	207723Connect Government Relations	Consultancy Works For The CEO-Amends 46	\$275.00
1688.204510-01	22/04/2016	204510Karalee Tavern	Council Beverages	\$265.97
1683.21437-01	08/04/2016	21437Educational Art Supplies	Badge Making Equipment	\$263.12
1688.207530-01	22/04/2016	207530Offshore Mining & Civil Pty Ltd	Degassing of Fridges & Freezes	\$261.80
1683.206143-01	08/04/2016	206143Parchem Construction Supplies Pty L	Patching Cement, Concrete Primer & Drill	\$256.49
1683.76356-01	08/04/2016	76356Southcare Inc	Verge Maintenance: Jan 2016	\$253.00
1688.206963-01	22/04/2016	206963Pets Meat Suppliers	Cat Food & Litter	\$252.90
1683.207764-01	08/04/2016	207764Urban Youth Effect	Breakdance Workshop	\$250.00
1683.202452-01	08/04/2016	202452Lock Stock & Farrell Locksmith	Bill Grayden: Replace Lock	\$247.05
1688.84314-01	22/04/2016	84314Work Clobber	2 Pair Work Boots	\$246.60
1688.206658-01	22/04/2016	206658Fish Doctor	Aquarium Service - Civic Library	\$244.75
1683.207698-01	08/04/2016	207698Organised Chaos Party Hire	Angelo St Marketplace: Table & Stool Hir	\$242.00

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1683.205241-01	08/04/2016	205241	Mrs N Paisley	Expense Reimbursement	\$237.72
1683.203710-01	08/04/2016	203710	Sunny Sign Company Pty Ltd	Brackets C/W Bolts & Washers	\$237.60
1683.207465-01	08/04/2016	207465	Box Corporate	Fruit Deliveries - March 2016	\$234.00
1686.207613-01	15/04/2016	207613	Mr T Burrows	Mileage Reimbursement	\$232.54
1683.205992-01	08/04/2016	205992	Brian Wright Architect Pty Ltd	Disability Access Consultant for SJMP Vi	\$231.00
1688.207700-01	22/04/2016	207700	Waterford Supa IGA	Fruit for School Holiday Program	\$228.22
1683.21655-01	08/04/2016	21655	Digital Telecommunication System	CPV U68: New Pendant	\$220.00
1683.203688-01	08/04/2016	203688	Glenn Swift Entertainment	Storytelling	\$220.00
1683.204291-01	08/04/2016	204291	Recall Information Management Pty L	Secure Container Service: Feb/Mar 16	\$204.46
1683.207767-01	08/04/2016	207767	C Begovich	Stories By Candlelight	\$200.00
1683.207766-01	08/04/2016	207766	P A Mullumby	Storytelling Session At Library	\$200.00
1688.206973-01	22/04/2016	206973	Aurora Callisthenics	KidSport Grant x 1	\$200.00
1688.207480-01	22/04/2016	207480	Belmont Netball Association Inc	KidSport Grant x 1	\$200.00
1688.207593-01	22/04/2016	207593	Star-Mites Gym Sports	KidSport x 1	\$200.00
1688.205437-01	22/04/2016	205437	Greenline Ag	Brake Safety Switch, Cab Air Filter	\$195.49
1688.206186-01	22/04/2016	206186	Supafit Seat Covers	Seat Covers for Plant	\$194.26
1688.207448-01	22/04/2016	207448	Floral Image	Flowers For Mayors Office: April to June	\$193.05
1683.73709-01	08/04/2016	73709	Jason Signmakers	Construction Sign For Playground Upgrade	\$190.08
1688.207121-01	22/04/2016	207121	Accidental First Aid Supplies	Ops Centre: First Aid Supplies	\$181.87
1688.206642-01	22/04/2016	206642	CEDA	Innovation/Transformation: Digital era L	\$180.00
1688.207325-01	22/04/2016	207325	Victoria Park Xavier Hockey Club In	KidSport Grant x 1	\$180.00
1683.204745-01	08/04/2016	204745	Rainscape Waterwise Solutions	Garden Maintenance - CPV	\$173.80
1688.207557-01	22/04/2016	207557	TenderLink.Com	Advertising	\$165.00
1688.207298-01	22/04/2016	207298	Totally Workwear - Belmont	Protective Clothing - Shirts	\$162.05
1683.207763-01	08/04/2016	207763	Miss J Boreland	Local History Talk	\$160.00
1683.203439-01	08/04/2016	203439	Prestige Alarms	Ops Centre: Callout	\$154.00
1683.203622-01	08/04/2016	203622	Harvey Fresh	Milk & OJ	\$152.34
1688.207013-01	22/04/2016	207013	History Council of WA Inc	Membership 2016/2017 x 1	\$150.00
1683.204563-01	08/04/2016	204563	WJE Bannister	Oral History Summary: J Hardwick Intervi	\$140.00
1688.204655-01	22/04/2016	204655	Della's Group Pty Ltd	Order of Australia Invitations	\$132.00
1688.207752-01	22/04/2016	207752	JR & A Hersey Pty Ltd	Asphalt Blades, Timber Handles, Platform	\$129.25
1683.202172-01	08/04/2016	202172	Bin Bath Australia Pty Ltd	Bin Cleaning at Community Hall - March 2	\$128.04
1688.207266-01	22/04/2016	207266	Beacon Equipment - Bentley	Hose Tail & Freight	\$124.80
1688.21799-01	22/04/2016	21799	Australian Institute of Management	Seminars x 3 - CEO	\$123.00
1688.206178-01	22/04/2016	206178	Plantrite	Delivery of 60 Rhagodia Baccata Forestry	\$122.10
1683.207040-01	08/04/2016	207040	Nespresso Australia	Coffee Capsules for Council Chambers	\$121.20
1688.207057-01	22/04/2016	207057	Hallite Seals Aust Pty Ltd	Drive Belt for Plant	\$120.70
1688.202872-01	22/04/2016	202872	Cabcharge Australia Limited	Cabcharges March 2016	\$117.82
1688.200269-01	22/04/2016	200269	Martins Trailer Parts Pty Ltd	10mm Trailer Chain 2500Kg	\$107.03
1688.76356-01	22/04/2016	76356	Southcare Inc	Nelmes & Baird:Verge Maintenance	\$101.20
1688.207769-01	22/04/2016	207769	Perth Parkour Inc	1hr Parkour Workshop for National Youth	\$100.00
1688.207422-01	22/04/2016	207422	Travel Beyond Group Pty Ltd	Car Hire:Fiesta Concert	\$97.61
1683.204655-01	08/04/2016	204655	Della's Group Pty Ltd	South Perth Promenade Invitations	\$93.50
1688.83878-01	22/04/2016	83878	BOC Gases	Dry Ice Pellets, Gas Bottle Hire	\$91.48
1688.201959-01	22/04/2016	201959	WA Rangers Association	Ranger Polo Shirts	\$90.00
1683.205910-01	08/04/2016	205910	All Stamps	Stamps	\$80.60
1688.72834-01	22/04/2016	72834	Blackwoods	Industrial Batteries	\$75.24
1683.205257-01	08/04/2016	205257	Austral Mercantile Collections Pty	Legal/Lawyers Fees Debt Collect: Mar'16	\$73.15
1688.203756-01	22/04/2016	203756	Bale Data Services	1 Box Thermal Printer Rolls for Transfer	\$70.22
1688.204562-01	22/04/2016	204562	Harvey Norman AVIT Superstore	Automatic Milk Frother	\$69.95
1688.203561-01	22/04/2016	203561	Nindethana Seed Service	Eucalyptus Products	\$69.30
1683.25522-01	08/04/2016	25522	Mercury Messengers Pty Ltd	Courier Service: March 2016	\$67.55
1683.205170-01	08/04/2016	205170	Aveling	White Card Online Training x 1	\$65.00
1688.201119-01	22/04/2016	201119	Hoseco Welshpool	Rubber Hose	\$64.76
1688.85049-01	22/04/2016	85049	E & MJ Rosher Pty Ltd	3 x Dust Caps for Blade Spindles	\$61.20
1688.85358-01	22/04/2016	85358	Aust Library & Information Associat	NSS Promotional Material 2016	\$60.00
1683.200571-01	08/04/2016	200571	State Library Of Queensland	Summer Reading Club	\$57.75
1688.206852-01	22/04/2016	206852	WA Building Certifiers & Assessors	82 Welwyn Ave:Project Spec & Terminte Le	\$55.00
1688.202304-01	22/04/2016	202304	Landmark Engineering & Design	5 x Locks For Street Bins	\$50.60
1683.206639-01	08/04/2016	206639	Redimed Pty Ltd	Pre Employment Medical	\$49.50
1688.204956-01	22/04/2016	204956	WA Paint City	Graffiti Paint	\$37.95
1688.76599-01	22/04/2016	76599	New Town Toyota	Replace Blown RH Brake Light Globe	\$21.70
1688.201391-01	22/04/2016	201391	Refresh Pure Water	CPV:Water Replenishment	\$20.00
1683.206964-01	08/04/2016	206964	Ms F Kabbani	Expense Reimbursement	\$15.68
1688.205884-01	22/04/2016	205884	Ampac Debt Recovery WA Pty Ltd	Debtors Recovery Costs: March 2016	\$11.96
1688.202069-01	22/04/2016	202069	Planning Solutions (Aust) Pty Ltd	Dan Murphy's Como:4524 Liquor Licence Ap	\$11.38
Total:	EFT				421 \$5,518,924.08

30104266	05/04/2016	21476	Western Aust Treasury Corp	Loan P & I: 225, 220, 230, 223, 227	\$105,194.14
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Payment Listing
Payments between
1/04/2016 to 30/04/2016



Print Date and time: 13/05/2016 11:07:44AM

Creditors

Reference No.	Date	Creditor Payee	Description	Amount
10104381	29/04/2016	204989Telstra	Mobile Phone Charges	\$21,945.03
10104387	30/04/2016	200406Perth Zoo	Ticket Machine Takings: April 2016	\$16,577.44
10104388	30/04/2016	83856South Perth Bowling Club	Ticket Machine Takings: April 2016	\$12,476.04
10104383	30/04/2016	22507BCITF	BCITF Levies - April 2016	\$7,553.91
10104384	30/04/2016	206450Building Commission	BS Levies April 2016	\$6,922.79
10104286	08/04/2016	200355Hensman Park Tennis Club Inc	CSRFF Funding: Resurface of 5 Courts	\$4,400.00
10104294	08/04/2016	205028Water Corporation	Works at 100 Canning Hwy	\$4,193.04
10104382	29/04/2016	204988Telstra	Land Lines: Usage & Equipment	\$4,037.41
10104288	08/04/2016	203154James Bennett Pty Ltd	Axis 360 Platform 2nd Year	\$3,370.10
10104267	05/04/2016	200491Western Australian Planning Commiss	Subdivision of 36 Brittain St	\$3,177.88
10104371	29/04/2016	205028Water Corporation	Edgewater Road: Raise Access Chamber to	\$1,657.55
10104302	14/04/2016	204563WJE Bannister	Completion of Interviews: MacMillan, Sho	\$1,350.00
10104292	08/04/2016	206258South Perth Playgroup	Refund of Park Restoration Bond: EJ Oval	\$1,080.00
10104293	08/04/2016	205134Vaucluse Newsagency	Assorted Magazines: Feb 2016	\$969.00
10104370	27/04/2016	73342Landgate	CPV U68 Lease Survivors	\$328.00
10104385	30/04/2016	21545City of South Perth	BCITF & BS Levies Retained - April	\$312.25
10104265	05/04/2016	76324City Of Gosnells	Long Service Leave Entitlement	\$276.75
10104287	08/04/2016	21084Hollywood Films	Lockable DVD Cases x 200	\$242.00
10104285	08/04/2016	207765Gould Genealogy	Books - Library	\$175.95
10104291	08/04/2016	204348Repco Auto Parts	Speakers & CD Receiver	\$166.44
10104289	08/04/2016	73342Landgate	Lease Surrender: CPV U36	\$164.00
10104327	19/04/2016	21545City of South Perth	Lot 844 South Perth Esplanade:Building P	\$156.65
10104282	08/04/2016	206038Australia Post	Manning Library Post Box Renewal	\$126.00
10104284	08/04/2016	205515Department Of Transport	Vehicle Registration	\$59.20
10104316	15/04/2016	206145Siven Naidu	Expense Reimbursement	\$22.66
10104290	08/04/2016	206726Liquor Barons On Angelo	Ice For Marketplace	\$20.00
10104283	08/04/2016	23840City Of Cockburn	Refund for Lost Library Item	\$8.80

Total: Cheque 28 \$196,963.03

Total: Creditors 449 \$5,715,887.11

Payment Listing
Payments between
1/04/2016 to 30/04/2016



Print Date and time: 13/05/2016 11:07:44AM

Non-Creditors

Reference No.	Date	Payee	Description	Amount
00104278	08/04/2016	Mr P W Harry	Refund to Departing Resident: CPV U87	\$323,407.76
00104268	06/04/2016	Mrs Hazel Doreen Turnbull	Refund to Departing Resident: CPV U143	\$113,682.05
00104372	29/04/2016	Mr N Stewart	CPV U68 Refund to Departing Resident	\$90,609.70
00104325	18/04/2016	Trustee Wesley College	Refund Request following Interim Adj	\$36,663.93
0018188	06/04/2016	Cooktown Constructions Pty Ltd	RefundRdResAccBond-101 Thelma St	\$4,400.00
00104386	30/04/2016	Mr Walker Restaurant	Opening of South Perth Promenade Cocktail Party	\$3,111.50
00104343	22/04/2016	Greg Watson	Human Library Event	\$2,800.00
0018195	19/04/2016	Fiona Tolhurst	RefRdResAccBond-38 Broome St	\$2,200.00
00104326	18/04/2016	Ben Chaffey	Refund Bond:SJMP Zone 10 12/03/16	\$2,175.00
00104311	14/04/2016	Harry Perkins Institute for Medical	Bond Refund:SJMP Zone 10, 2-3 April	\$2,000.00
00104330	19/04/2016	NBN Co Limited	Manning Community Hub:MDU Development Stage	\$2,000.00
00104375	29/04/2016	Biju Thomas	46A & 46D Dyson Street: Crossing Subsidy	\$1,786.43
00104307	14/04/2016	Kim Burke	Refund Bond for Hire:South Perth Community Hall	\$1,650.00
00104308	14/04/2016	Womens Health and Wellbeing Service	Refund Bond for Hire:South Perth Community Hall	\$1,650.00
00104328	19/04/2016	Tamil Ladies Club of Western Austra	Refund Bond:South Perth Community Centre 9/4/16	\$1,650.00
00104277	08/04/2016	City of South Perth C/- Ms N A Long	Paid UGP in Error - Transf to Rates	\$1,438.21
00104312	15/04/2016	The Plunkett Group	15 Barker - Overpayment of DA Fees	\$1,285.00
00104317	18/04/2016	Harry Perkins Institute for Medical	Cancellation:SJMP Zone 3 & Windsor Park 2&3 April	\$1,240.00
0018171	06/04/2016	Swan Group	RefundRdResAccBond-19 Lyall St	\$1,100.00
0018203	28/04/2016	Daniel Gavin	RefundRdResAccBond-297 Canning Hwy	\$1,100.00
00104310	14/04/2016	West Australian Marathon Club	Bond Refund:SJMP Zone 7 & Pathways 03/04/16	\$1,080.00
00104318	18/04/2016	Mr C K Tan	Refund for Overpayment of Rates	\$1,029.06
00104270	06/04/2016	Contemporary Design & Construction	2 Salter Point Pde: Partial Refund of Planning App	\$1,000.00
00104273	06/04/2016	Mulki Mohamed	Refund of Hall Bond: Community Hall 19/3/16	\$950.00
00104329	19/04/2016	New Apostolic Church	Refund Bond:South Perth Community Hall 17/4/16	\$950.00
00104379	29/04/2016	Peggy Wang	Refund of Hall Bond: Sth Pth Community Hall 22/4	\$950.00
00104336	21/04/2016	Mr M P Evans	8/171 Labouchere Rd:Refund of Rates	\$941.00
00104272	06/04/2016	Dao Ji Association	Refund of Hall and Card Bond 13/3/16	\$675.00
00104333	20/04/2016	Protective Behaviours WA	Parent Workshop:24/05/16	\$660.00
00104276	06/04/2016	Mr Arthur Ferguson	Expense Reimbursement	\$598.00
00104315	15/04/2016	Mr N V Darmago & Mrs V Darmago	Refund for Overpayment of Rates	\$572.73
00104280	08/04/2016	Perth Waterfront Pty Ltd	Refund Of Park Restoration Bond: SJMP 25/03/16	\$540.00
00104296	01/04/2016	Daniel Neyland	SJMP Zone 6:Refund of Park Restoration Bond	\$540.00
00104295	01/04/2016	Angela Cotellessa	SJMP Zone 10:Refund of Park Restoration Bond	\$540.00
00104319	18/04/2016	Mrs Anita Parsons	Bond Refund:SJMP Zone 6	\$540.00
00104320	18/04/2016	Broad Construction WA Pty Ltd	Bond Refund:SJMP Zone 10 10/04/16	\$540.00
00104321	18/04/2016	Edward Cox	Bond Refund:SJMP Zone 8 09/04/16	\$540.00
00104322	18/04/2016	Brookefield Multiplex Construction	Bond Refund:SJMP Zone 8 08/04/16	\$540.00
00104323	18/04/2016	Southern Districts Little Athletics	Bond Refund:Ernest Johnson Oval 11/03/16	\$540.00
00104324	18/04/2016	Devon Cowan	Bond Refund:SJMP Zone 5 10/04/16	\$540.00
00104344	22/04/2016	Women's Health and Family Services	Bond Refund:SJMP Zone 5:19/04/16	\$540.00
00104376	29/04/2016	Michael Hewson	42 Brittain Street:Crossing Subsidy	\$516.61
00104377	29/04/2016	Choon Weng Cheong	17 Cygnus Parade:Crossing Subsidy	\$516.61
00104378	29/04/2016	Aaron Veale	94A Ryrrie Avenue:Crossing Subsidy	\$516.61
0018172	06/04/2016	Mr C Giles	RefundRdResAccBond-45 Canning Hwy	\$500.00
0018173	06/04/2016	Neopools Pty Ltd	RefundRdResAccBond-24 Ryrrie Ave	\$500.00
0018174	06/04/2016	Lukva P/L	RefundRdResAccBond-6 Waverley St	\$500.00
0018175	06/04/2016	Home Group WA	RefundRdResAccBond-2A Axford St	\$500.00
0018176	06/04/2016	Home Group WA	RefundRdResAccBond-3A Henley St	\$500.00
0018177	06/04/2016	Kensington Design Australia Pty Ltd	RefundRdResAccBond-18 Monk St	\$500.00
0018178	06/04/2016	Mr S Coumbe	RefundRdResAccBond-188 Lockhart St	\$500.00
0018179	06/04/2016	Biju Thomas	RefundRdResAccBond-46/48 Dyson St	\$500.00
0018180	06/04/2016	Ms T J Hubert	RefundRdResAccBond-6 Bruning Rd	\$500.00
0018181	06/04/2016	Biju Thomas	RefundRdResAccBond-46/48 Dyson St	\$500.00
0018182	06/04/2016	Qest Holdings Pty Ltd	RefundRdResAccBond-74 Edgecumbe St	\$500.00
0018183	06/04/2016	APG Homes Pty Ltd	RefundRdResAccBond-6 Cliffe St	\$500.00
0018184	06/04/2016	Don Russell Homes Pty Ltd	RefundRdResAccBond-52A Henley St	\$500.00
0018185	06/04/2016	WA Wall Removal	RefundRdResAccBond-5/16 Leonora St	\$500.00
0018186	06/04/2016	Mr H McKeown	RefundRdResAccBond-39 Mill Point Rd	\$500.00
0018187	06/04/2016	Mr S E Dwyer	RefundRdResAccBond-5 Wattle St	\$500.00
0018189	06/04/2016	BJ Young Earthmoving Pty Ltd	RefundRdResAccBond-1/16 Coode St	\$500.00
0018190	06/04/2016	Kalmar Factory Direct	RefundRdResAccBond-2/14 Brittain St	\$500.00
0018191	07/04/2016	A Coughlan	RefundRdResAccBond-91Thelma St	\$500.00
0018192	19/04/2016	Mrs S Hampson	RefRdResAccBond-165 South Tce	\$500.00
0018193	19/04/2016	Atlantic Pools	RefRdResAccBond-41 Sulman Ave	\$500.00
0018194	19/04/2016	Steel Erect Patio Construction	RefRdResAccBond-48 Banksia Tce	\$500.00
0018196	19/04/2016	BWG Contracting	RefRdResAccBond-4/9 Bruce St	\$500.00
0018197	19/04/2016	W K Loke	RefRdResAccBond-31 Leonora St	\$500.00
0018198	19/04/2016	Mr D Bonner	RefRdResAccBond-2/7 Riverview St	\$500.00
0018199	19/04/2016	Aussie Patio Designs	RefRdResAccBond-2/57 Robert St	\$500.00
0018200	19/04/2016	Aussie Patio Designs	RefRdResAccBond-81 Douglas Ave	\$500.00

